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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. II.

LONDON, CANADA, OCTOBER, 1884.

No. 1.

THE VICTOR TRICYCLE.

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—AND—

SPEEDY.

—ALL—

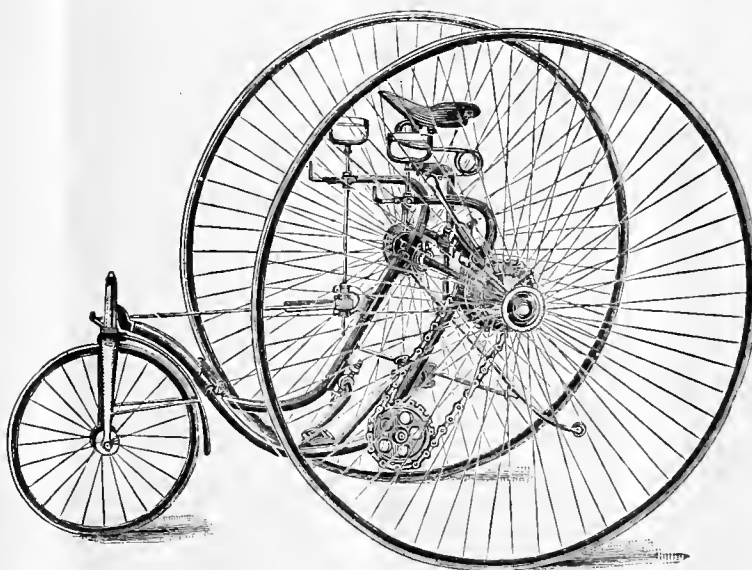
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Yours truly, J. A. MUIRHEAD,
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LONDON, ONT.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED ON THE 10TH OF EVERY MONTH BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - - \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. TIBBS, Montreal, } *Associate Editors*.
W. G. EAKINS, Toronto, }
HAL. B. DONLY, Simcoe, *Association Editor*.
JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

TO CANADIAN WHEELMEN.

With this issue THE CANADIAN WHEELMAN enters upon a new phase of its existence. In September, 1883, it was established to fill the need, which was then urgent, for a periodical devoted to the interests of Canadian wheelmen, and during its first year its publishers had no reason to feel that their enterprise was unappreciated by the riders of the silent steed. Considering the size of its constituency, however, and its importance as a representative journal to every wheelman, the support received by it was not altogether what might be expected.

Recognizing the value of THE CANADIAN WHEELMAN, and believing that the influence of the Association should be exerted on behalf of an instrument of such great importance to the best interests of the sport in Canada, the Canadian Wheelmen's Association, some months ago, entered into negotiations with the proprietor of the paper, with a view to making THE CANADIAN WHEELMAN the official organ of the Association. These negotiations resulted in the assumption of the WHEELMAN by an unincorporated company, distinct from the Association, but composed of a number of its leading members, who will hereafter publish the WHEELMAN, now officially recognized as the gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

To this brief explanation of the change in management of THE CANADIAN WHEELMAN, the publishers would add that it is their intention to make this journal in every respect one worthy of the large and prosperous Associations of which it is representative, and of the manly sport in whose interests it is published. It will be by no means local in character—the extent of territory over which the members of the Canadian Wheelman Company are scattered being a sufficient guarantee that in its pages the whole will be considered greater than a part. It will endeavor, by means of special correspondence from the principal cycle “hubs” of the Dominion, and by careful compilation of the world's wheel news, to keep its readers fully informed on all events of interest, and will, by every means in its power, editorially,

and otherwise, advance the cause of the gloom-dispelling, health-giving, life-preserving wheel.

It is unnecessary to say that the hearty support and encouragement of the wheelmen of Canada is looked for and expected. The members of the Canadian Wheelman Company feel that they are entitled to the aid of their brethren-on-wheels, and feel, also, that they will receive it. The success of the Canadian Wheelmen's Association has been great, almost phenomenal. It is an Association of which every member is proud, and only requires the exercise of a little more of that spirit of energetic enthusiasm which made the Association what it is, to give it a thoroughly representative journal.

—:o:—

PROFESSIONALISM.

One of the most dangerous of the rocks which lie in the course of associations formed for the purpose of fostering and regulating the different classes of sports is “professionalism.” It is a danger to avoid which requires the utmost watchfulness and caution. It is not necessary here to go as far as to say that “professionalism,” when confined strictly within its own bounds, is an evil; but it is not “sport,” in the true sense of the term. The distinctive elements of the latter are completely lost sight of, and the monetary consideration becomes the leading feature. In this practical, money-making age, it is true, few men are found who prefer glory to cash, but in sporting matters they should not be the exception. The ancient Greeks and Romans have set us a good example in many things—in none more so than athletics. They had professional athletes, but the position of these was a clearly-defined one. The competitors in the great games wished no greater reward than a perishable wreath. It was glory, indeed, that they earned.

Modern civilization, however, has changed all this. Men seek to make money out of everything. The very “sports” which, as the appellation signifies, were intended for amusement and exercise, have been seized upon as a means for the earning of livelihoods. The men who obtain their bread-and-butter in this way can be numbered by the thousand. The gist of the matter lies in the fact that the amateur seeks to rest, refresh, and amuse himself, the professional means “business.” There would, perhaps, be little evil in the business side of athletics, recognized as such, were it not for its bad surroundings. With these—the betting, the buying and selling of races, the hip-podroming, etc.—the public are unfortunately only too familiar.

It is to be hoped that now, at the outset of its career, the C. W. A. will strive to keep itself clear of this growing evil. It has an opportunity for doing so which few other associations of a similar nature possess. Cycling is a pastime which has come conspicuously to the front within two or three years only. The associations which have been formed to regulate it, and to bind together its devotees, are almost in their infancy. It should not be difficult, with the exercise of ordinary caution, to keep the amateur records clear from any such stain. It is unfortunate that several cases of professionalism have come to light in the C. W. A. In one case the difficulty has been removed by the retirement of the offender from the amateur ranks. The others have chiefly been cases in which the offence was

committed ignorantly, and before the rules of the Association were generally known. Now, however, that the latter reason has been removed by the circulation of these rules among all the members, there is no excuse for their infringement.

The Committee which has been appointed to deal with all such cases is one that may be trusted to do its work fearlessly, impartially, and with an eye solely to the good of the Association. It can, however, act only upon the material that is brought before it, and it is the duty of every member to aid in the good work of making our amateur standing unimpeachable, by bringing to the notice of the Committee any breach of the laws. This can be done by means of a protest sent to the Secretary of the Association. The measures adopted may seem rigorous and harsh, but it must be apparent to all that in no other way can we maintain a standard that will be accepted by other and larger Associations with whom we wish to place ourselves on an equal footing. Let us thus keep ourselves “above suspicion.”

—:o:—

EDITORIAL NOTES.

Clarke should put in an appearance at Springfield next year.

Hereafter, the WHEELMAN will be issued earlier in the month.

Hurst, Toronto's fancy rider, is not far behind Canary. The rapidity with which he picked up several of the latter's tricks was astonishing.

Cycling has taken a drop, so to speak, in Brantford; and as the tournament failed to draw a crowd, it was postponed indefinitely, thus resulting in a financial loss to the Brantford Club.

THE CANADIAN WHEELMAN rolls into your presence; directs your attention to his new suit; begs a little oil to keep the machine working smoothly, and promises to call again!

Talking about the Springfield meet, how natural it has come to be to think of it as a fixture! There would be a big hole in the bicycle calendar if the Springfield meet should drop out.

There are compensations! Montreal and Quebec may be charming places in which to reside, but their heart-breaking hills and boulder-laden streets make a western wheelman sigh for the smooth places of On-tay-ree-oh!

The new detachable handle-bars seem to be finding some favor on the other side of the line. The danger to be guarded against is their liability to detach from the machine at the wrong time; but that is a fault from which riders themselves are not always free.

The success which has attended upon the efforts of the Woodstock Amateur Athletic Association shows what co-operation and a few enthusiasts can do towards encouraging field sports. There is no reason why every town of 2,000 inhabitants should not follow the example of Woodstock.

The crack riders of the Queen City have been unlucky this fall. Lavender broke his arm at Buffalo, and then his old-time antagonist, Davies—unwilling to hold an undue advantage—considerately snapped his collar-bone in two. All who know these two flyers will sympathize with them, and trust that they will take the track next spring in better trim than ever.

Thus explaineth The Owl in *The Wheel*:

"That lively paper, the CANADIAN WHEELMAN, is out with a 'fish story' about my intimate acquaintance, Egan, having rescued the queen of Gooseberry Park, N.J., from the rapacious maw of a shark, which piscatorial fiend appears to have eventuated into a catfish under the microscopic investigation of that paper. Now, I do know that no man who respects himself will come back from a two months' vacation without a fish yarn big enough to knock out all others in that line; but I thought this must have been an error, so I am just now interviewing Egan on the subject. While he blushes, as he always does when narrating any of his heroic adventures, he declares that this is a Star story, *i.e.*, the wheel before the rider. He did not rescue the lady from the fish, but the fish from the lady. It was at a straw-ride supper party at Pleasure Bay, and the fish had been fried until it was harmless, and just as the lady was going to eat it, he saved the fish from the lady and ate it himself; for which heroic act he has letters from prominent piscatorial philanthropists extolling him in the highest manner. He begs me to state that he hopes this true history of the whole affair will be accepted by his friends in lieu of the one offered by the Canadian anecdotist."

THE CANADIAN WHEELMAN COMPANY.

The following-named gentlemen compose the Canadian Wheelman Company, organized August, 1884, for the purpose of publishing THE CANADIAN WHEELMAN:

Hal. B. Donly,	Simcoe.
H. S. Tibbs,	Montreal.
W. G. Ross,	do.
J. H. Low,	do.
J. D. Miller,	do.
A. T. Lane,	do.
G. J. Bishop,	do.
J. B. Ostell,	do.
Louis Rubenstein,	do.
J. W. Davies,	do.
J. I. Guedinger,	do.
H. McCaw,	do.
G. A. Mothersill,	Ottawa.
F. M. S. Jenkins,	do.
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W. G. Eakins,	Toronto.
Chas. E. Lailey,	do.
T. H. Robinson,	do.
R. H. McBride,	do.
W. A. Karn,	Woodstock.
Samuel Roether,	Pt. Elgin.
A. McBean,	Guelph.
Jas. S. Brierley,	St. Thomas.
W. K. Evans,	London.

WITH THE CHICAGO TOURISTS IN CANADA.

On Wednesday morning we formed up in the following order for our first start, at the Rossin House, in Toronto:—1st, B. B. Ayers, Commander, and G. H. Orr, Convoy, with the rest of the staff; 2nd, Eastern Division, under command of E. G. Whitney; Middle States, under command of G. R. Bidwell; Western Division, commanded by W. E. Pierce; last and least, the Canadian Division, under P. E. Doolittle. Of course behind all this came the ambulance, a low, covered wagon, with seats running

along both sides, into which all luggage, coats, etc., were deposited.

The first stopping-place was the Half-Way House, and this place was reached in about an hour from leaving the Rossin. After our first stop it was the order of the day for rests every half hour or so, and therefore it was 2 p.m. by the time Whitby was reached, where a very indifferent meal was speedily consumed. Here the "Kazoo Band" was formed by the Boston party, and a trip taken around the town, and the Salvation Army, the Court-house, etc., serenaded with various results.

A late start was made, and therefore it was late when we arrived at Newcastle, and were quartered in the small hotels there. The Newcastle Club met, and escorted us into town with a brass band. This band, assisted by our Kazoo Band, supplied music for the promenade concert held in the evening. An address of welcome was also presented to the tourists, and dancing was kept up till a late hour.

The next morning a start was made at 10 a.m., and Cobourg was made for dinner, which was speedily dispatched. After dining, a small dance was organized among the guests, and nearly everybody participated. The ambulance, containing the coats and other apparel of the riders, was two hours late, and the crowd presented a grotesque appearance as they glided around the room, the Boston men especially, as they always ride through the country in racing costume, which very much resembles a "Greenway" bathing suit.

Another start was made at 4 p.m., and passing through Wicklow and Colborne, Brighton was reached for supper. The Clark House being small the tourists were quartered on private families, who kindly offered their services, perhaps through the efforts of Mr. Bowles, who made heaps of friends. The Boston party and part of the staff had probably the "softest" thing. They were especially invited by Mr. Phillips, who owns the largest and best-equipped house and grounds in the town. Here they were entertained by the young ladies of the town, and as a string band was on hand an excellent time was spent. They left their kind host and his wife, expressing the loudest praise of their treatment.

On Friday the party left Brighton at 9.30, leaving behind five, who by the way were a portion of those who attended the "hop" the night before, to take the train to Belleville. A few miles from Belleville we were met by the B. B. Club and escorted into town. All along the road the people turned out in crowds to see the bicyclists. Here a sail was taken on the bay in the yacht "Atlanta," at the invitation of the Belleville Yacht Club, and an excellent time was had. A vote of thanks was afterwards tendered the B. Yacht Club, and also the Bicycle Club, for their kindness.

It was four o'clock when we left Belleville, and after wheeling over excellent roads Napanee was reached. About three miles out, however, the Napanee Club met us and escorted us into town. Supper was served at the Cornell House. In the evening the entire party, numbering some 70 wheelmen, were invited to witness a performance of the Pauline Markham Company. A good time was spent here at our expense and at the expense of the actors, who received a good many compliments and other expressions of opinion. After the show the Boston party, being joined by a few of their kind, "painted" a considerable portion of the town as well as the hotel, and it was very early in the morning before the last Boston man had retired.

Saturday was the last day of riding in Canada, and consisted of the run from Napanee to Kingston. The whole distance could be made without a dismount, as the roads were excellent. At Kingston the local club met and escorted us to the hotel with the usual band, and the same old "Yankee Doodle."

This was all of our wheeling in Canada, and proved to be the best outing ever enjoyed by many of the tourists. Fine weather and the wind in our backs helped us all the way along, and not an accident occurred worth mentioning. The Canadians who accompanied the tourists were as

follows:—Messrs. Orr and Doolittle, of Toronto; Brydon and Scott, of Woodstock; MacIntosh, of London; Trimble, of Napanee; and Hamlin, of Oshawa.

GEORGIUS.

COMING TO THE FRONT.

WHAT ABILITY AND GRIT HAS DONE FOR A YOUNG MAN.

There is no other paper in the country that has made such rapid strides as *The Through Mail*, of Bloomington, Illinois. Eight months ago it was purchased by Mr. F. E. Huddle, its present editor; and notwithstanding the fact that it was apparently in a dying condition, he has, by indefatigable labor, already run its circulation well up into the thousands, and given it a name bounded only by the oceans. It is quoted everywhere that newspapers are published in North America, and sold by newsdealers everywhere. Mr. Huddle has made it a popular and powerful journal, and lovers of fun seem to prefer it to all other publications in the field of humor. It is refined, and sometimes sublimely pathetic, showing a versatility exhibited by few writers. It has given Bloomington a name all over the country, and the citizens must, indeed, be proud of it and its proprietors and editor. The subscription price is \$2.00 per year in advance, and no family should be without its cheerful influence. It is clubbed with *THE CANADIAN WHEELMAN* at \$2.00 per year. Subscribers for this paper should avail themselves of this opportunity to secure it, as the clubbing offer is only good until December 31st, 1884.

SELLERS' TROPHIES.

Sanders Sellers, the young Englishman who came to this country to take part in the Hartford and Springfield bicycle races, should be content with his series of victories. He landed in New York on the 6th of September and went direct to Hartford. Three days later, he rode in the races at Charter Oak Park, in one of which he beat all previous records, professional and amateur, making a mile in 2.39. In this race, besides securing the world's championship, he took a \$100 diamond stud as a prize. Within a half hour he started in another race, the five mile open, which he won in 15.48, taking a costly Colt double-barreled shotgun as a prize. The next day he rode in a half mile race at Albany, winning at ease in 1.23, and taking a handsome gold badge. At Springfield he won Tuesday's ten mile race in 31.04 2-5, breaking the record and taking the Springfield Club cup. The next day the young Briton rode against the American champion, Hendee, the two mile race, which he captured, his prize being a silver tea set. Another victory on the same afternoon was the half mile dash, which he did in 1.18, winning a handsome pottery umbrella rack. On Thursday he again vanquished Hendee in the mile race, which he won in 2.45 2-5, his prize being a \$50 marble clock, and on the 19th he took a \$100 prize by winning the five mile open race in 16.06 2-5. He has won every race in which he has entered with the exception of the ten mile record race on Thursday. He started in this race, but after winning the second half mile dropped out. Sellers' victories have not been easy ones, for he has had the best amateurs of America and England to compete with. During the fortnight preceding his sailing for this country he won prizes aggregating £165 in value. If he keeps up his racing he will have enough prizes to stock several stores.

Now they say it was a bicycling tourist who left his spare shirt at a C.T.C. hotel, and when he got home, at the end of his tour, wrote to the chambermaid, asking her to send it by parcel post. That ingenious damsel had plied her needle on the shirt, however, and deftly converted it into a garment for her own use; and, upon receiving the wheelman's letter, she replied to this effect:

"Dear sir, I hope you won't feel hurt;
That I was wrong, why, none can doubt it;
I've made a shift of your old shirt,
You'll have to make a shift without it!"

—*Wheeling.*

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Association. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HAL. B. DONLY, Simcoe,
Sec.-Treas. C.W.A.

Ariel Touring Club, add 1—B. 0456, Frank Adams.

Kingston Club, add 7—B. 0458, W. Harty; B. 0468, S. Cox; B. 0469, J. Hendry; B. 0470, S. Henderson; B. 0471, J. C. Strange; B. 0472, T. Tillinghast; B. 0473, W. H. Macnee.

BOARD OF OFFICERS C.W.A., 1884-5.

President:—HORACE S. TIBBS, Montreal, P. Q.
Vice-President:—JAS. S. BRIERLEY, St. Thomas, Ont.

Sec.-Treas.:—HAL. B. DONLY, Simcoe, Ont.

DISTRICT No. 1.

Chief Consul:—J. A. MUIRHEAD, London.
Representatives:—W. A. KARN, Woodstock; S. ROETHER, Port Elgin; A. McBEAN, Guelph; LLOYD HARRIS, Brantford.

DISTRICT No. 2.

Chief Consul:—T. H. ROBINSON, Toronto.
Representatives:—W. G. EAKINS, C. E. LALEY, Toronto; R. J. BOWLES, Brighton; H. C. GOODMAN, St. Catharines.

DISTRICT No. 3.

Chief Consul:—GEO. A. MOTHERSILL, Ottawa.
Representative:—F. M. S. JENKINS, Ottawa.

DISTRICT No. 4.

Chief Consul:—JOHN H. LOW, Montreal.
Representatives:—W. G. ROSS, J. D. MILLER, Montreal.

DISTRICT No. 5.

Chief Consul:—W. H. NOURSE, Winnipeg.
Representative:—W. S. CAPON, Winnipeg.

We would call the attention of Club Secretaries to Article III. of the Constitution, which recites that clubs shall be admitted at the rate of 50c. per annum per member only, on condition that every member of the club shall become a member of the Association. We suggest that this rule be lived up to or else struck out of the Constitution. It is not fair to make unattached members pay \$1.00 each and allow clubs of 50 or 100 members to continue in the Association with only 15 or 20 members good on our books. We direct this paragraph at the larger clubs alone. The smaller ones, of necessity, live up to the rule. Gentlemen, please let us hear from you at once.

The utility of the bicycle is proved by the Vermont farmer, who takes his son's machine, suspends the wheels a few feet from the floor, removes the tire, substitutes an endless rope, which he also places on the driving-wheels of agricultural machines, then makes his son mount and furnish motive power for shelling corn, cutting hay, turning grindstones, etc.

Cyclists' Touring Club.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION. FOUNDED AUG. 5, 1878.

Dues for first year, \$1 in advance, or \$2.75, including silver badge; annual dues after first year, 75 cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian Chief Consul, Horace S. Tibbs, 26 Union Avenue, Montreal.

Applications for membership:

Lloyd Harris, Colborne St., Brantford, Ont.
A. T. Lane, Jr., 365 Aqueduct St., Montreal, Q.
S. G. Retallack, Front St., Belleville, Ont.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

Additional Canadian Consular appointment:

Lloyd Harris, for Brantford, Ont.

Hotel appointment:

Woodstock—O'Neill House.

Repairer, Woodstock—Joseph Codville.

With the Clubs.

WINNIPEG, MANITOBA.

Since you last heard from this part of the Dominion bicycling has, to use an expression so familiar to Winnipeggers during the real estate excitement of 1881-2, "boomed." A number of new members have joined our club, and a firm, composed of two active riders in the club, has begun importing machines for use in this country. Judging from the number who are already thinking of becoming riders next year, they will do a prosperous trade.

I regret to report that our club has met with quite a loss, owing to our much-respected Captain, W. H. Nourse, having concluded that his services should be devoted to aiding Sir Garnet Wolseley to relieve Gen. Gordon at Khartoum. W. W. Matthews, 1st Lieut., has by the unanimous vote of the club been promoted to the position of Captain; and K. J. Johnston, formerly of the St. Catharines (Ont.) B.C., to the position of 1st Lieut.

A committee has been appointed to procure a place for club-rooms suitable for winter riding, and also to arrange full details for a fall race meet, which will, no doubt, be a success, as the people of Winnipeg never fail to patronize good sports.

A number of our riders contemplate leaving in about ten days for a 500 mile trip to Portage La Prairie, Brandon, Shoal Lake, Pembina and Turtle Mountain, and other parts of the Province. All reports which they have received from traders throughout the country confirm the writer's opinion, formed while hunting in the west, that we have in this country roads far superior to anything in the east.

Should any of our eastern cycling friends honor us with a visit, we can show them roads, or rather trails, smooth as an asphalt sidewalk, stretching for hundreds of miles through an almost boundless prairie, which a few years ago swarmed with almost countless herds of buffalo, antelope, and other game. We can show them trails which for ages have been used by western traders and others in transporting supplies to, and furs from, their trading and hunting grounds in the far west. These trails are smooth beyond description, and the pleasure of gliding over them through the vast stretches of rich rolling prairie, clothed in a mantle of wild flowers, throwing their sweet perfumes around the tourists, is surely sufficient to make eastern cyclists long for a trip in our Northwest. The foregoing is the writer's opinion of what bicycling would be in this country, as judged from an experience of a 500 mile trip on a buckboard. In my next, I hope to be able to confirm my opinion, by relating my experience of a 500 mile trip—on a bicycle—over the same trails.—Yours fraternally,

SPOKE ADJUSTER.

THE TORONTO WANDERERS.

For some months past the Wanderers have been in a dormant condition, and owing to the lack of interest, etc., the club has been more dead than alive. The amount of funds and property, however, possessed by the club was bound to keep it afloat.

The record the Wanderers made last year, and the way in which they were always prominent in bicycling affairs, made their name prominent throughout Canada, and they were probably one of the leading clubs. The chief cause of the falling off was attributed to the indifference of some of the officers and older members. Owing to this a special meeting was called by some of the enthusiasts, which was very largely attended, and resulted in some important changes in the officers, who, for the remainder of the year, will be as follows: President, T. H. Robinson; Vice do., Jas. George; Capt., H. P. Davies; 1st Lieut., G. H. Orr; 2nd do., D. W. Duff; 3rd do., J. Rogers; Sec. and Treas., C. H. Riggs; Bugler, W. G. Hurst. Club matters were "braced up," meets and runs decided on, and the members are doing their best to get back to their old situation.

The racing record of the club is getting of some size, and although they have been unfortunate in losing some of their fast riders, yet a good score is sure to be run up before the end of the season.

ST. THOMAS.

Although the St. Thomas Bicycle Club is not an active, positive organization, yet it exists, and forms the peg on which every man in the city hangs his coat as soon as he purchases a wheel. It is so precious to the wheelmen of St. Thomas that they keep it in seclusion, except on state occasions, such as the visit of a body of brother wheelmen, or a meeting of the C.W.A. Then, however, out it comes, and for all the great unwashed know it may be the most energetic wheel organization in the country. It isn't, though, but its numbers are, individually, as enthusiastic cyclists as the country possesses. During the past summer the boys have done a large amount of local riding, but have not undertaken any extended trips. The number of wheelmen in the city is steadily increasing.—Among the latest to mount the pig-skin are Messrs. Ingram, Stewart, Waddell, Bradshaw, Paulin, and Munro.

MONTREAL LOCAL NOTES.

The Montreal Club will not hold another race meeting this season.

The Bonnet hop given by the Montreal Club to the residents of Valois on the sixth of September was a triumphant success, the boat-house being crowded, and the fun never flagging from start to finish.

Sandy McCaw's unsuccessful attempt to cover the whole distance from Toronto to Montreal last month was, in spite of the failure caused by the rain, a very creditable performance. He covered over 80 miles in two days out of the four, and got from Toronto to Cornwall, about 275 miles, in the four days.

The Chinese lantern procession of the Montrealers on the 10th ult. was, I believe, the first affair of the kind to take place in Canada, and produced the best muster the club has ever had, the "parade slate" giving 87 as the total number present. The streets were thronged with residents and exhibition visitors, who seemed much pleased with the effect produced.

The Hamilton Bicycle Club's First Entertainment.

The success of the first annual entertainment of the Hamilton Bicycle Club, held in the Drill Shed on Sept. 23rd, exceeded the expectations of the most sanguine members. Over 500 tickets were sold at the doors, and about a thousand had been previously disposed of. The attendance was

so great that the seating accommodation was by no means sufficient. The Toronto Wanderers sent eight riders in neat uniforms of gray and black into the ring. Following them were the same number of Buffalo wheelmen uniformed in dark blue. The twenty Hamilton riders formed a circle outside the visitors, riding in single file while the others rode two deep. The Hamilton wheelmen were twenty strong, and wore their familiar uniform of dark blue, with scarlet caps. The riders made a very pretty spectacle, and their appearance was loudly applauded. The club offered a fine silver pitcher and goblets worth \$50 to the club exhibiting the best drill. The competitors were the Buffalos and Wanderers, each club drilling with eight men, and each being given twenty minutes' time. The Buffalos wheeled into the enclosure as the band played "Yankee Doodle." They were captained by Mr. C. F. Hodgkiss, and in spite of the inequalities of the ground and the many dangerous holes they went through their allotted time, executing the most beautiful manoeuvres with the greatest ease and accuracy. The Toronto visitors went through their manoeuvres splendidly, and perhaps were only behind the Buffalos in that they were a trifle less steady, and had three riders dismounted during the drill, while the Buffalos had none. Mr. G. H. Orr captained the Wanderers. The Buffalo men were awarded the first prize. The competition in the fancy riding brought out a skilful young member of the Hamiltons, Mr. C. E. Richardson, who made an exceedingly creditable show in his first public appearance. Mr. Wm. Hurst, of the Wanderers, the champion trick-rider of Canada, followed, and showed his wonderful proficiency. He could do almost anything with his machine, and could ride it in any position. His exhibition, like that of his predecessor, was applauded during its entire length. Mr. Joseph Rogers, of the Wanderers, was also a competitor. The judges awarded the gold medal to Hurst and the silver to Richardson. The visiting wheelmen and the judges were entertained at supper after the entertainment, and went home with the highest opinions of Hamilton wheelmen and Hamilton audiences.

NEW YORK SQUIBS.

The club poet of the Citizens' Club sends us the following effusion from his witty pen:

Look at me push!
With my foot upon the pedal,
And —
But alas, alas! he then did stop,
And gently took a header.

Grover Cleveland has very suddenly taken a great liking for wheelmen and their silver wheels.

Last week, while walking along one of the rideable streets of this city, I saw rather a large-sized crowd in front of me, and walked up to see the cause. It was this: a bicyclist of about 19 had taken a header, though sustaining no injuries, and a nut had come off from some part of his wheel. He evidently was a late convert to the cycling cause, for he seemed not to know how to mend his machine. A man in the crowd, seeing his predicament, and whom I took to be a mechanic, immediately fixed his machine, when the young cyclist at once departed, without a word of thanks. All present noticed this; and one spectator called after him in the distance, "Young man, you don't seem to be very grateful!" The mechanic took the answer on himself and said, "O, they're only children, anyway." This, as an instance, is the opinion of the public in New York of wheelmen: not very commendable, but brought on by the cyclists themselves.

The Ixion Club have taken quarters that the Citizens' vacated for their new palace, and have made a comfortable place of it. The club has 25 members, with competent officers.

The *Bicycling World* has been sold, the purchasers being J. S. Dean and Abbot Bassett. The paper will remain under the editorial management of the above-named gentlemen, whose every effort will be made to keep it in the front rank of cycling publications.

THE SPRINGFIELD TOURNAMENT.

[FOR THE WHEELMAN.]

Three days of the great race meet have come and gone. The city is crowded with wheelmen; every hotel is running over with men in blue, in gray, in green, with knickerbockers and caps; wheels, nickelled and enamelled, fill every spare corner. Buzz and excitement, wheel gossip of all sorts, talks about records and races, laughter, jokes, hughle-calls, all unite to turn the busy city into something very like a holiday fair or pandemonium. And I am asked to sit down, and, as if in my calm, thoughtful moments, write you about what I have seen. It is a task for which I am just now but ill prepared. My head is a jumble of wheels and faces and memories of races the like of which have never before been seen in America. Outside, a drizzling rain is falling, rendering it necessary to postpone the fireworks that were put down for to-night until to-morrow night. I have been introduced to wheelmen right and left, until it almost makes me tired to think about it. From big-hearted, big-headed Dr. Beckwith, the President and pride of the L.A.W., down through all the gradations of League officials and club presidents, captains and secretaries, to the privates, I have met them by the hundred; and a jollier, more whole-souled, generous lot of fellows it has never before been my good fortune to meet.

The crowd may, perhaps, have been inclined to sing "Yankee Doodle" when John Prince walked away with the big Englishman, Howell, and to feel sore with disappointment when their pride and joy, "Our George," was forced to lower his colors to the marvellous Sellers; but to me, their lonely cousin from Canada, they have shown naught but courtesy and kindness; and wherever I have gone I have had only compliments to the C.W.A. and good wishes for its success to listen to.

But if this letter is to be brought into the compass of one issue of the *WHEELMAN*, it is high time that I commenced to tell you something of the Tournament itself. Beyond all peradventure, it is a success financially. The attendance during the past three days has been enormous; and if the rain will only hold off for to-morrow, there is no doubt but another great crowd will assemble to witness the programme, which is quite as good as any day's that has gone before it. As to the success of the meet in other ways, the races tell the story. Never before in America has such a field of cracks come to the tape, while new men innumerable have come forward to paralyze records and knock cold the calculations and forecasts of the oldest and wisest. The member of the C.W.A. who any longer looks to his guide-book as an authority upon records will get woefully left. Every distance is changed for America, while, in one or two instances, the mother-home of 'cycling has had to lower her proud colors of superiority. The management of the meet is almost perfect. The Springfield Club know how to run a tournament; and they have allowed no trouble or expense to stand in the way of the comfort of either visiting wheelmen or the public. The track is a daisy, half mile, level as a floor, hard, and smooth as a billiard-table; and the universal opinion is, if a man can't make time here, he can't anywhere. The occupants of the judges' stand are all competent to fill the duties assigned them. Especial care has been taken to have the track conform to all the requirements of the League rules, while the presence of Mr. Abbot Bassett, the great authority on wheel matters, as referee, is a guarantee that everything has been conducted correctly and honestly. The time-keeping has been as near perfection as it is possible to get it, and there can be no doubt cast upon it. Along with Mr. Bassett upon the stand as judges are Dr. N. M. Beckwith, President of the L.A.W.; Frank Weston, Chief Consul of the C. T. C. for the United States; Leland Howard, President of the Capital Club, of Washington; and H. B. Donly, Secretary of the C. W. A.

On each day there are ten races. To attempt to give, in the time and space at my disposal, anything like a detailed report of them would be folly.

Monday's programme opened with a three mile handicap for the professionals, that was won by Ashinger, an unknown rider from Ohio. Howell and Prince were both in the race, but were too heavily handicapped to do anything. The next race was the event of the day. It was a ten mile open amateur. Sellers, Chambers, Haskell, and Ilston, the English cracks, were all in, with Hamilton and Brooks as representatives of the U.S. Dolph and Hendee were both scratched. The former has been ill throughout the entire three days, and will go home in the morning without having done anything to warrant the great expectations entertained on his behalf by many. His illness was most unfortunate, and causes great disappointment, as he is undoubtedly a very fast man, having ridden over the tape the other day at Hartford, barely a length or two behind Sellers, when he made his peerless record of 2.39 for one mile. Hendee, too, has been a lamentable failure. Toronto never loved or believed in Hanlan with more ardor or steadfastness than does Springfield in Hendee; and bitter, indeed, has been the disappointment and sorrow of the city to see their darling fall an easy victim to the thin-cheeked, quiet blonde Englishman whom they had scarcely heard of before. It was a new experience for them, but will have a wholesome effect. Their idolatrous love of George, to the utter exclusion of all others, has been to strangers almost insufferable, and has made him, a modest, gentlemanly young fellow, to be disliked by many fellow-racers. The race was an easy victory for Sellers, with Hamilton second and Brooks third, the others having one by one dropped out of the contest. Winner's time: 31.04 3/4.

In the 3.20 class race for one mile, there were 21 starters. Winners: 1st, Miller, of Meriden, Conn.; 2nd, Powell, of Smithville, N.J.; 3rd, Wait, of New Haven. Time, 2.43 3/5. The two mile tricycle called out E. P. Burham, the American champion, Chambers and Ilston, of England, and L. H. Johnson, of Orange, N.J. It was a close and intensely exciting race, and was won by Burham by about three inches over Chambers, Ilston third. Time, 6.27; equal to the best English time.

The three mile tandem was won by Miller and Brown, of Springfield, amidst the enthusiastic plaudits of the crowd, over the Stahl Bros., of Boston, and two Leominster wheelmen. Time, 10.14 1/5.

In the 3.16 time race, there were 14 starters. The lucky men were Miller, of Springfield; Maxwell, of Rockville; Connolly, of Rochester, in the order named.

The three mile professional race was a glorious victory for the English champion, Howell, over James, Prince, Woodside, Neilson and others, James being second, Prince third. Time, 8.36 1/2, which is a world's record.

The tug-of-war was an easy victory for the Springfield Club over the Berkshire Co. Wheelmen, the only other contestants.

The last on the day's programme was the two mile 6.25 class race, in which there were ten starters. The winners were Miller, of Meriden, first; Wollison, of Pittsfield, second; Hunter, of Beverley, third. Time, 5.55 1/5.

Wednesday's races were, if anything, the most exciting of the three days. Following I give a summary:

Ten Mile Professional—6 entries: 1, R. Howell; 2, W. Woodside; 3, R. James. Time, 30.07 1/5.

Two Mile Amateur—Open—19 entries; nine starters: 1, S. Sellers; 2, G. Hendee; 3, Chas. Frazier. Time, 6.03.

One Mile Without Hands—6 entries; three starters: 1, H. S. Wollison; 2, Chas. Chickering; 3, T. R. Finley. Time, 3.00 1/2.

Three Mile 9.50 Class—17 entries; nine starters: 1, Eliot Norton; 2, H. E. Bidwell; 3, H. S. Wollison. Time, 8.53 2/5.

Five Mile Tricycle—4 entries: 1, R. Chambers; 2, E. P. Burnham; 3, G. H. Ilston; 4, H. Johnson. Time, 17.14.

Half Mile Dash—17 entries; six starters: 1, S. Sellers; 2, H. M. Gaskell; 3, Chas. Frazier. Time, 1.18 3/4.

One Mile Professional—10 entries; seven starters: 1, J. L. Prince; 2, R. James; 3, R. Howell. Time, 2.39.

Five Mile Record—14 entries; ten starters: 1, H. W. Gaskell; 2, L. Hamilton; 3, Geo. Webber. Time, 14.51 3-5.

Two Mile Tandem—3 entries: 1, Miller and Brown; 2, Stahl Bros.; 3, Joslyn and Chase. Time, 6.55.

As Hendee and Sellers met for the first time in the two-mile race, the interest of the spectators was centered there. The American's easy defeat by the Britisher had a dampening effect upon the crowd, however, and it was not until Prince defeated Howell that the feeling of gloom passed off. This was perhaps one of the most exciting races ever witnessed. Howell had got President Ducker to announce from the judges' stand that it was the intention of the world's professional champion to attempt to break the amateur record of Sellers of 2.39. He failed by one second, and in that second Prince and James had respectively passed the tape ahead of him. The result was hailed with almost frantic delight by the spectators; the band played "Yankee Doodle," and for ten minutes the noise and uproar was dreadful. The five mile record race was a beauty. Gaskell rode in magnificent form, and was an easy victor, for by it he carries off two handsome prizes, as, in addition to winning the race, he broke the record.

Thursday.—To-day the crowd has been much larger than on either of the former days. It was known that to-day Hendee was to make his supreme effort to prove whether he was the equal of Sellers or not. The following is a summary of the day's sports:

Three Mile Professional Record—9 entries; six starters: 1, R. Howell; 2, W. M. Woodside; 3, R. James. Time, 8.55 1-5. Record broken.

Half Mile Dash, 1.40 Class—Thirteen starters: 1, W. Wait; 2, H. G. Bidwell; 3, D. E. Hunter.

One Mile Ride-and-Run—Two starters: 1, C. B. Ripley; 2, T. R. Finley. Time, 4.39.

Five Mile 16-40 Class—12 entries: 1, C. H. Parsons; 2, L. A. Miller; 3, L. Weston. Time, 15.46 2-5.

Five Mile Professional—Five starters: 1, R. Howell; 2, R. James; 3, W. Woodside. Time, 15.42 3-5.

One Mile Tandem—Two starters: 1, Stahl Bros.; 2, Joslyn and Chase. Time, 3.13 2-5.

Ten Mile Record—Five starters: 1, L. Hamilton; 2, H. Gaskell; 3, J. Brooks. Time, 31.54. Record not broken.

One Mile Tricycle—Three starters: 1, R. Chambers; 2, G. H. Illston; 3, L. H. Johnson. Time, 3.13.

One Mile Open—Ten starters: 1, S. Sellers; 2, G. Hendee; 3, J. Brooks. Time, 2.45 2-5.

The last was the race of the day. As the men came to the scratch, all eyes were upon Hendee and Sellers. With a field that contained such names as Chambers, Gaskell, Dolph, Illston, Frazier, Brooks, all were forgotten for the moment save those two. It was patent to any one that Hendee was painfully nervous, while Sellers sat on his machine as unconcerned as if he were only going to race for a ten-cent cigar instead of the world's championship. From start to finish, the race was a beautiful one; but to the initiated it was plain that Sellers had it in hand from the outset, and when he passed over the score a winner, with hands down, even Hendee's best friends were forced to admit that he was no match for the boy from over the ocean.

But if I am to get off this letter to you to-night, I must close; so, leaving the balance of the Springfield meet and the New Haven meet, to which I go next week, for another letter, I will say good-night.

Yours, etc.,

P. E. D'ALPIN.

A rather extraordinary accident happened to a Brum wheelist the other day. He chanced to brush against a stout old lady, who up with her *humber-ella*, and before he had time to *apologise*, she *delta* blow at his *nut*, which knocked him off and sprained his *tourists*.—*Wheeling*.

A CANDIDATE ON WHEELS.

AN ACCOMPLISHMENT OF MISS BELVA LOCKWOOD AS A TRICYCLE RIDER.

It is but natural that the country should wish to know more of the latest Presidential candidate—Belva Lockwood, the nominee of the Woman's Rights party. The candidate's life, written by an impartial hand as the only means for completely supplying this demand, will doubtless appear at an early day. Here in Washington no book of any kind is needed. She is to be seen almost any day threading the streets mounted on a tricycle, head erect, and feet working with an energy that is indicative of the secret of her success in life. She was the first of her sex to mount the tricycle and demonstrate the right of woman to ride whatever will best suit her purpose. As a lawyer, she rides wherever her business calls, and she also rides for the pleasure it affords, as others do in their carriages. And how she does ride! No laggard's pace is hers. Wherever she goes she is the observed of all observers. She is not a devotee of fashion in any respect. She sets her own fashions. With head in air, and face earnestly, not to say fiercely, pointing in the direction her industrious feet are propelling her, she whirls along, every turn of the crank flip-flapping her skirt with unceasing regularity. She stops at nothing, and turns aside only to pass slow-goers or pick a stretch of clear track whereon to display a pace which might make Maud S. envious.

Of late a demand has sprung up for pictures of the Woman's Rights candidate. In preparing to supply this demand, the artist has been at a loss how to take her. Blaine is generally represented as speaking in the House or Senate, Cleveland as standing on the rostrum, Logan as cavorting on his war-horse—each in a position designed to show the man at his best. Reflecting on these things, the artist was not long in coming to the conclusion that the proper thing was to represent Belva mounted on a tricycle, a familiar sight in Pennsylvania avenue, where, as anyone will say, she, too, appears at her best. The pictures, it is understood, will be ready at an early day. She might have been taken pleading at the bar; laying down the law as any man would, and often better than many men do; giving tit for tat, after the custom of the profession; taking graceful flights of oratory, as orators sometimes do, responsive to a suggestion from the bench; citing precedents and cases, principles and practice from a well-stored repository of learning covered by that well-known bonnet, or appealing to the jury for justice for her client. But after due consideration, the tricycle idea was adopted as not only the most novel, but the most truly characteristic.

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BELVA DECLINES.

Miss Belva Lockwood has written the following letter:

Washington, Sept. 24, 1884.

Messrs. C. M. Beltz, President, and Charles M. Clarke, Secretary, et al.:

I am in receipt of your invitation to be present at the races of the Keystone Bicycle Club, 27th Sept., 1884, and sincerely regret my inability to be in attendance, but the pressure of my professional engagements and the greater pressure of my presidential campaign so much absorb my time and thought that I find it impossible to comply.

I have ridden a *bicycle* for three years almost daily, for business and pleasure, and believe that bicycles and tricycles are healthful, graceful, pleasant, labor-saving, time-saving, and one of the advanced features of the day.

The saddle-horse will soon be known no more, except for climbing mountains and fording streams.

Wishing you, gentlemen of the Keystone Bicycle Club, much success and great pleasure,

I remain, yours on wheels,

BELVA A. LOCKWOOD.

619 F Street, N.W.

Can it be that the lady doesn't know the difference between a bicycle and tricycle? That thing you have been riding is a tricycle, Belva.—*Bicycling World*.

NOTE FROM KARL KRON.

EDITOR OF CANADIAN WHEELMAN:

The whole number of one-dollar pledges now enrolled for "Ten Thousand Miles on a Bicycle" is 1863, leaving 1137 to be secured to complete the required 3000 advance subscribers. I have now definitely decided to put the price of the book at \$1.50, except for those who authorize me to print their names in it at the original rate. There have been 426 accessions to my list since I wrote to you, two months ago to-day; and 154 of these have come since I last reported, August 19. The number of hotels which have agreed to take the book is 56.

The specimen copies of the *Springfield Wheelmen's Gazette* for August, which the editor sent to 618 hotels with whose names I supplied him, failed, by some mistake at the mailing office, to have my "letter to hotel-keepers" specially marked; and I have not received a single response to it. This merely confirmed the belief, expressed in my last letter to you, that hotel-men rarely examine anything of the sort that comes to them through the mail. My only hope of waking them up to the merits of my plan of introducing the names of their houses to 25,000 bicyclers will be in persuading local subscribers to personally hand their copies of my circular, reprinted from the *Gazette*. The October issue of that paper, by the way, will contain my revised prospectus, which was crowded out of the current number.

I hope to go up to the Springfield Tournament on my wheel, which I have not once mounted, or even looked upon, since the 5th of June. The long summer struggle with my subscription-list has about tired me out; and I trust a five days' tour up the Hudson and across the Berkshire Hills to Springfield may refresh me a little. I intend to start to-morrow morning, having postponed my departure for twenty-four hours on account of the excessive heat.

Let me ask you to announce that the North American Lloyds' Steamship Co. have agreed to carry bicycles, as passengers' baggage, from Baltimore to Bremen, and the Allan Line also from Baltimore to Halifax. The agents of both lines at the first-named city have formally authorized me to say this. Cannot some Canadian wheelman persuade the agents in Montreal of the Allan Line to announce the same rule for their boats running to Liverpool? I wish the proper officer of the C.W.A. would take pains to get all the lake and river steamer lines of Canada enrolled on the "free list" before I write the "transportation chapter" of my book.

KARL KRON.

Washington Square, N.Y.,
Sept. 10, 1884.

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THE POETRY OF IT.

C. R. D. IN "A SHADOW LOVE."

To you non-cycling readers, these words recall no sunny memories of trips a-wheel. Do you know how many volumes of poetry and prose are contained in the thought? Do you know what is meant by the society of this modern Atlanta, this graceful, fleet-footed, splendid companion, ever ready for a romp out into the purer air and brighter sunshine of the world of nature? There is sentiment in a sunrise, but brick walls and a smoke-laden atmosphere are so unpoetical. Spring into the saddle, seize the bridle of this magic steed which flies while you are mounting, take a long breath and look around you. *Presto*, change! The brick walls have vanished into thin air; lovely landscapes sweep away in every direction: the road winds in and out, and up and down, beside green meadows, and skirting dark old forests, or falling into quiet vales, with new surprises at every turn. And then the struggle to reach the hill-top, the victory, and the glorious sunrise bursting into the splendor of a new day, like a heavenly inspiration.

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"Shrimp" Sewell and Mlle. Louisa Armaindo, who have been doing double fancy riding, have had a misunderstanding, and dissolved partnership.

PRACTICAL ROAD-RIDING.

There is no part of bicycling that gives so much real satisfaction and enjoyment, when it can be done with ease, as practical road-riding. Conversely, there is no part that gives so little satisfaction and enjoyment when it is fatiguing. For a short time the spins on the smooth roads where one learned to ride give pleasure, but it soon grows monotonous, and the rider steps out of the ranks of wheelmen. Many new riders, while they can with ease take short rides on level roads, find practical road-riding very fatiguing and thoroughly unenjoyable. There are various causes for this, chiefly, lack of practical knowledge and poor wheels. A poor wheel with the requisite knowledge is, however, much more to be desired than a good wheel without it. Often this lack of knowledge is not the fault of the new rider, but arises from the need of "tips" from older riders who delight in showing how much better and stronger they ride, but are very chary about giving any points to others.

What old rider is there who, in his early days of riding, does not remember how the older riders forged ahead, but seldom offered to tell him how he could improve. At the same time, how often it is that a new rider is so wise in his own conceit that he resents the least suggestion or intimation that his style is not perfection itself. In bicycle riding, as in all other things, practice and experience continually add to our store of knowledge, and the oldest rider cannot take a run of a dozen miles without admitting that he can ride better than he could the day before. There are many requisites to enjoyable road-riding, among which may be enumerated good wheels, practical knowledge, plenty of time, good health, proper clothing, and a fair amount of physical strength. With these requisites, the roads can be taken as they come, and they will be called "fair" at least. As to choice of wheels, there is but little difference in the leading makes so far as durability and quality are concerned. Some riders are best suited with one make and some with another, either on account of their weight or some peculiarity of construction which adapts itself to them. A wheel for road-riding should not be encumbered with heavy cyclometers, lamps, bells, tool-bags and luggage-carriers. Unless one is on a long ride that will last more than one day, a wrench in the pocket is all that it is necessary to carry. If the ride is to extend into the evening, or if a halt is to be made which is to be of any considerable duration it is well for comfort and safety to carry a spare flannel undershirt. This can be rolled up into a bundle but little larger than a tool-bag, and strapped under the rear of the saddle where it is out of the way. A dry flannel to put on in place of a wet one, during or at the end of a long ride, is more refreshing than a bath. Flannels should always be worn next the skin when riding. There is also much comfort in having the hands encased in a lisle-thread glove faced on the palm with leather.

The new rider should be careful and not over-exert himself to keep up with those who are faster and stronger. An old and experienced rider may "spurt" for some considerable distance to the full extent of his powers, and recover from the effects in the next mile's ride, while even a short "spurt" will use the new rider up, and not again during the day can he shake off the results of his foolishness. I have in my mind a rider whose business was such that he could ride but little during the week, who on Sundays would go out with some of his friends for runs to neighboring towns. He would return home thoroughly exhausted, and on Monday morning with exceeding regularity would swear off riding for good and all, and finally sold his wheel and gave up in disgust, all on account of a desire and pride to keep up with riders who were stronger and faster. In road-riding, a pace should be taken that can be kept up the full distance, and only in case of a remarkably good piece of road should the new rider "let himself out." How often in his earlier riding days has the experienced rider set up on a run, feeling so good that he must needs let out the "kinks," and find at the last of the ride that he would fain have them back again. Hills should never be rushed, except they are very short and sharp ones.

The advice of one of the best road-riders in the country is: "Go at hills slowly and steadily, and if you have any surplus up the sleeve use it at the top and not at the bottom." A proper position on the wheel should be cultivated. As a well-known wheelman says, when he sees an awkward rider, "if I thought I looked as badly as that on a wheel I would never mount one again." A fairly-erect position should be maintained. Bending the body forward or backward is ungraceful, unnecessary and unwise, except occasionally when one is tired it is a relief to bend forward for a short time. The position of the hands and arms are an important factor both in ease and grace of riding. The hands should be placed against the ends of the handles with the thumbs on top, the weight of the hands resting on the palm between the thumb and forefinger, the necessary pulling being done mainly with the two first fingers. Let the arms hang loose and it will bring them in a natural position near the body. For all-around work, hills included, this, as a general thing, is the best, giving the best control of the wheel, while at the same time it is the most graceful. The hands under the handle cramp and tire the rider, causing him to pull harder than is necessary, giving him a stiff appearance. The hands on top of handles give one an awkward look. On long rides it is better to keep a steady, moderate pace than to ride faster with frequent halts. Short rests tend to stiffen the muscles. Finish the journey and rest at the end. The act of mounting the wheel proves very tiresome to the new rider, who is obliged to make frequent dismounts. Properly done, it ceases to be a source of fatigue, and a dismount and walk over a piece of bad road or up a hill becomes a source of rest. The writer, while having been able to make some twenty-five different mounts, has settled on the one which experience has proved to him to be the easiest and most graceful. It is this: standing on right-hand side of wheel, just back of pedal, with hands on handles, walk (not run) from one to four steps, put left foot on step, and with a slight spring from the right foot come into the saddle slowly. Never make haste in getting into the saddle, except the nature of the road requires that the pedals be taken quickly. This mount is much more graceful than the usual hopping or "Kangaroo" mount. The knees should be kept well up against the forks, for appearance, as well as for the greater ease and certainty with which the wheel can be guided. To all new riders I would recommend a certain amount of fancy riding, as it gives one confidence in his wheel that he can acquire in no other way. All riders are aware of the various ways in which they are occasionally obliged to dismount, and it is well to know how to do it gracefully. The best dismount is to bring the wheel to a stop with the left pedal down, and step lightly to the ground. A pedal dismount when the wheel is in motion causes a jar to the body, which is unpleasant and unnecessary. When obliged to dismount quickly, the safest way is to throw one leg around over the handles, and come down standing on the side of the wheel, holding the handle by one hand. With a little practice this can be done safely and easily, when the wheel is moving very rapidly, while in a like case a pedal dismount would be dangerous, if not impossible.

In hot weather a wet handkerchief placed in the hat, and wet occasionally at the springs or watering troughs is comfortable and safe. Avoid excessive drinking. If drink is necessary, let it be milk or ginger ale. Never try to show off. If there is anything more ridiculous than a bicycle-rider folding his arms, throwing his leg or legs over the bar, or lying over the handles, and "whooping her up" in a street where people are looking on, spare us the sight! Finally, avoid anything that will attract attention to you when on the wheel.—*Bicycling World*.

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A PARSON ON THREE WHEELS.

REV. W. S. HAWKES, OF SOUTH HADLEY FALLS, IN THE "CONGREGATIONALIST."

Eureka! Several things; for one, a vivid interpretation of Ezekiel's vision. It has been claimed for the bicycle that it supplied a secondary interpretation of the prophet's wheels and

spirits. In process of time it came to pass at a Connecticut Valley parsonage that the Hebrew seer's account of his vision was read at family prayer, and it was found that he spoke of "the living creature that was in the wheels," not on them or in them. This decided a pending question; if Ezekiel caught a glimpse of either of these then far-future inventions, it was the *tricycle*, where the creature is within the wheels.

For another thing, a means of locomotion within a country minister's means has been found, and one that does not have heaves, spavins, pink-eye, or other ills to which horse-flesh is heir, and which is not liable to die on one's hands; neither is it balky, skittish nor vicious; there is no hay, grain or shoeing bill, no carriage or harness repairs, no curry-comb or brush to transmit barn-smell to one's clothes and to offend the sensitive in the parlor or room of the sick.

There had been long pondering of the transportation question, there being a conviction that some exercise less fatiguing, and more recreating than walking, was desirable. About the 1st of Aug. Ezekiel's narrative was read, and straightway an Overman Victor Rotary tricycle was bought; and, without previous experience of any kind of wheel-riding, the parson mounted and rode to the railway station through Chicopee streets and through Holyoke city, over the long Connecticut River bridge and the village roads to his home.

"Now, small boys, get out of the way!
For here comes the parson's three-wheeled shay!"

After several months' experience of all kinds of roads, including the long dry spell last summer, when the roads were unusually bad, full of dust and sand, with the stones bare, and later, when the highways were frozen, and this spring, when they were rather soft and yielding, the parson is prepared to recommend the, and *this*, tricycle to all, especially to ministers and women. Anybody can easily learn to ride a tricycle; the seat is adjustable, and by turning a set screw the machine is fitted to any one's length of limb—this parson's sons and daughter using his with ease and delight. Unlike a bicycle, on a tricycle one may sit still or go backwards; they are easily guided with the slightest movement of the hand on the pilot-rod, and with the brake can be stopped on the steepest path, and on a hard level surface they move with the merest effort. When the parson had used his machine three weeks, he took a Monday morning ride of seventeen miles, including the west side of the Connecticut River Valley between Holyoke and Springfield, using the country roadway all the distance, going up and down hill without serious effort; he was weary at the end, but not "used up," and only a little stiff the next day. This roadway has an average hard surface, but there are many better near Boston. It is not easy to propel the wheel through sand and mud, or over a rough or yielding surface, or up hill; up the steepest hills one must walk and push the wheel till he catches the knack of propelling by the pedals, in which there is much to learn. The saddle is set on a spring, and is very easy. At the foot of a hill one may stop in the shade for a moment, without dismounting, and again at the top, while the effort of propulsion along a hard, level path is so slight as to afford rest after an up-hill exertion; down-hill is exhilarating; the feet are placed on a rest over the small forward pilot-wheel, one hand is on the steerer, and the other on the brake regulating the speed. Wherever the people will allow a judicious use of the sidewalk, as in some communities, where the rights of pedestrians are always respected, tricycle-riding is the height of enjoyment. A neat head-light can be used, which so illuminates the path in the night that one may safely travel in the dark. This wheel is constantly used in making parochial visits; some pretty steep hills are climbed with it, and some common country roads traversed; it is also occasionally taken in the railroad baggage-car to some central point like Northampton, and local excursions made therefrom. Large bundles can be secured behind the saddle, and they are convenient for shopping or mail delivery. An apron or curtain, that may be easily attached or removed, is provided to protect ladies' skirts from the bearings of the crank and axle, and also covering the motion of the feet from the sides or behind.—*Wheelman's Gazette*.

Poetry.

For THE CANADIAN WHEELMAN.

FOR GOODNESS' SAKE.

I purchased a bicycle early last Spring,
 But, for goodness' sake, don't say I told you;
 It looked such a harmless, enticing young thing,
 But, or goodness' sake, don't say I told you.
 Its wheels were so spidery, cunning and fleet,
 Its fixings so really too wholly complete,
 That I couldn't keep still till I'd jumped on the
 seat;
 But, for goodness' sake, don't say I told you.

I'm not sure what happened immediately then,
 But, for goodness' sake, don't say I told you;
 I didn't know what struck me, nor how, where,
 nor when,
 But, for goodness' sake, don't say I told you.
 I ploughed up my nose, and I damaged my shin;
 I lit on my back, and I lit on my chin,
 I came out a wreck and I turned outside in,
 But, for heaven's sake, don't say I told you.

I did this, I did this, again and again,
 But, for goodness' sake, don't say I told you.
 I really became the most battered of men,
 But, for goodness' sake, don't say I told you.
 But now I'm a dandy, and skim through the air;
 I'm as gay as a lark, and as empty of care;
 There's no sport like wheeling, no pleasure so rare,
 And you needn't deny that I told you.

Toronto. W. G. E.

THE SMALL BOY

When into the saddle
 We cautiously crawl,
 Complacently observed
 By the boy who is small,
 We're oft assailed
 With a shout and a call,
 "Say! Mister!
 Lem me up behind?"

When through the park
 We gracefully glide,
 The ubiquitous boy
 Is still by our side,
 And calls, with a shout
 That touches our pride,
 "Say! Mister!
 Ring your bell!"

When over the handles
 We go with a sprawl,
 The confounded boy,
 With infinite gail,
 Again assails,
 With shout and call,
 "Say! Mister!
 You've dropped something!"

Bruised and indignant,
 We rise to our feet,
 And go for that boy.
 Who, wise and discreet,
 Scurries away
 To a safe retreat,
 And gives us
Pantomime!!!

—Rugby Monthly.

WHEELING'S PRIZE ESSAY.

BICYCLING ON SUNDAY.

There never has been invented a pastime more innocent or more virtuous, or better capable of developing the noblest instincts of a man than wheeling; yet the Pharisee is not wanting, in many centres of wheel activity, to denounce Sunday riding as immoral, and as a breach of a well-known command regarding the observance of the Sabbath day. To the modern Pharisee it is not unlawful to ride in carriages and omnibuses, or by trains and steamboats; but the man who mounts his bicycle or tricycle, which has not required the attention of servant-man or servant-maid, which can neither feel pain nor weariness, and requires no rest, is denounced as a Sabbath-breaker. The only argument for such a man is laughter and ridicule, and the subject is hardly worth while dealing with so far as the Pharisee is concerned; but for the sake of those thousands who find they can serve God and obey the injunctions of conscience as well on a bicycle as in an omnibus, and as well on a tricycle as in a railway train, the subject is worth discussing. The present age is notoriously one in which the prejudices of more illiterate ages are being cast aside. It is an age when the Pharisaic observance of law is not suffered to displace the rule of conscience; when spiritual life is cultivated in place of physical genuflections. Pharisees say, "You can only worship in brick and stone buildings called churches and chapels." The Nazarene replies, "My heart is in sympathy with my Creator, upon my wheel." The Pharisee opens public-houses to the poor upon the Sabbath, and keeps closed museums and picture-galleries; and he would make solitary places of our parks if he had the power. This Sabbatarianism infects even now some of our churches. At the present moment a devout Scotchman is kept out of the ministry because he habitually "took a walk for health's sake upon the Sabbath." To thousands the wheel has furnished a luxury which no other vehicle could bring, that of running off into the bright, clear air of the country, to recruit muscles and mind after the worries of a week of toil; to feast the eye upon rolling hills and tender valleys, and gladden the ear with the songs of birds, in place of the continuous roar inseparable from town or city life. Can a man who has been poring over a desk all week, wrestling with vexatious figures, sitting on his saddle on a Sunday curse God? In the presence of His great works—in hedge-side, thicket, river's brink, or cowslip covered field, would the wheelman be more likely to bless or to blaspheme? Summon the Pharisee, question him as to the work he has wrought. In the time of the Puritans, he drew a line before the door of the theater, and around the May-pole; there was to be neither dancing nor drama then. He would have no house open on the Sabbath now except the house of Goy and the public house. He would stake every man to a plot, as a goat is staked on the mountain-sides in Wales; or he would change men into pendulums, and make their lives a perpetual swing from home to work, from work to home again; beyond that destined swing all should be prostration. To these crabbed intolerances we oppose our wheels. We claim for them soberness and virtue, for no wheelman can be drunken or vicious and follow wheeling. Nay, we say further than this; we say our wheels not only renovate our physical frames, and maintain a healthy mind in a vigorous body, but they are adjuncts to worship. When a man is in such a place that everywhere his eye rests upon nothing but that which is beautiful; when his ears are filled with the music of heaven's own choristers; and his sense of smell is gratified with odors that nature in her prodigality offers from hedge-side and field, it is impossible for his heart to do otherwise than worship. There is no measure in that ceaseless flowing river: no constraint in that peaceful valley; the surrounding hills exalt the land; they do not confine it. No one can nurse despair who is able to look into the blue sky. By many sweet and tender methods, hills and dales, flowers and trees, birds and beasts, blue sky and running streams beguile the wheelman into better harmony with all that is bright and good than the Pharisee is capable of entering upon

with his straight-lacings and desponding steps, and disheartening conception of life and life's duties.

[First prize, value £1, awarded to Alan Hiley.]

UNCLE ZEKE AND A BICYCLE MAN.

Old Zeke came along where a party of bicyclists, "nickel-platers," stood about their machines. One of them winked for some fun, and said: "What have you got there, old man?"

"Sassfruss, boss."

"What's it good for?"

"Hit good for med'cine in de spring, boss. Take all dem pimples off'n your face, sho'. Kin I sell you a bunch? Jes er nickel."

He didn't sell any, and after hesitating a moment spoke up:

"Kin I ax yer some'n, boss?"

"Go ahead."

"What dat ar thing yer straddle uv jes' now?"

"Oh, that's a bicycle."

"Sah?"

"A bicycle—bicycle."

"Yes, sah, boss; thankee, sah." Then a silence, followed by: "Boss, what do you do fur livin'?" This in evident trepidation.

No answer.

Then actually retreating: "'Case ef yer wuks es hard at yer biznes es yer does to run dat 'ar thing yer mighty quick ha'—nuff to get a sho' nuff horse."—*Detroit Free Press.*

Some fast bicycling has just been done over England and Scotland, from Land's End to John o' Groat's. Alfred Nixon, captain of the London Tricycle Club, on an Imperial Club tricycle, carrying all luggage with him, left Land's End, Cornwall, at 4.15 a.m., Saturday, August 16, and reached John o' Groat's house, Caithnessshire, at 4 p.m., Sunday, August 24, occupying 8 days 11¼ hours for the journey—distance, 856 miles. H. J. Webb started from Land's End on one of the Humber tricycles the day after Nixon started on his long journey, and arrived at John o' Groat's at eight o'clock on Sunday night, beating Nixon by seventeen hours. He passed Nixon at Inverness on the 23rd, having ridden the last 100 miles, road measurement, in nineteen consecutive hours.

Howell and Sellers, the record-breakers, were present during the first day of the Boston races, the latter taking part in the amateur races. In the evening, however, they became intoxicated, and a disgraceful scene ensued at the United States Hotel, where they were stopping. They got to fighting each other, and the row reached such dimensions that the police were called.—Rather than go to jail, the Englishmen paid \$100 as the bill for damages, and were compelled to leave the hotel. They then went to Early's Hotel, on Lagrange street, and had a fight with the gloves, Howell getting the better of Sellers in three rounds. Their managers and backers were so disgusted that they concluded to leave the city as soon as possible, and passage was accordingly engaged on the Germanic for Saturday, Sept. 27.—*N. Y. Clipper.*

Invention keeps pace with the demands of the times, and where only a trifling variation on a contrivance already extant can fill a suddenly-felt want, *Puck* is ready to do his share. The bicycle and tricycle already exist. By a simple spread of fancy and the wheels of a tricycle, behold the family cycle, an invention designed to counteract the sudden development of fashionable affection for coachmen. In this vehicle the entire family, even to the baby, the nurse and the pet pup, can be accommodated. There are also places for the attachment of picnic baskets and umbrellas. No horses are needed, as the nurse and the "governor" can do the propelling. Daughters are thus prevented from riding on box-seats along with coachmen, stable insanity becomes eradicated, and the fashionable world may settle down to its normal condition of marrying and selling in marriage.—*Puck.*

George Webber, of Smithville, N.J., the Star rider, won the 100-mile road championship of the Boston Bicycle Club, Oct. 4, in 9 hours and 20 minutes, beating the record made Oct. 6, 1883, by Thomas Midgely, of Worcester, which was 9 hours and 45 minutes. The winner received a gold medal, and J. E. Wood, of Beverly, second, in 9 hours and 41½ minutes, a silver medal. Webber, Wood, Roche and Falls, the first four men, received silver time medals for making the distance inside of ten hours on the bicycle; and W. R. Pitman, of New York, received a silver time medal for doing the distance inside of 11½ hours on the tricycle. The weather was excellent and the roads good.

On the Cinder.

RECORDS.

The following constitute the bests-on-record in Canada to date. It is unfortunate that Clarke's mile times were not recorded in his five mile race at Woodstock, on the 5th. Had they been kept, Clarke would now be credited with the best times on record, at all distances, for Canada, as there can be no doubt but that in that race he must have gone faster from one mile up to five than the riders who remain credited with the records for two, three and four miles.

Half Mile, 1.26 4-5—H. Clarke, Woodstock, Sept. 5, 1884.

Mile, 2.59 2/3—H. Clarke, Toronto, Sept. 6, 84.

Two Miles, 6.54 1/2—R. W. Hamlin, Toronto, July 3, 1884.

Three Miles, 10.09—F. J. Campbell, Toronto, July 3rd, 1884.

Four Miles, 13.55—W. G. Ross, Toronto, July 1, 1884.

Five Miles, 16.03 5/8—H. Clarke, Woodstock, Sept. 5, 1884.

Although the time made in the five mile race at the Toronto Bicycle Club races on Sept. 6th, by Clarke, was faster than the Canadian record, it seems that the day previous (5th) he accomplished the five miles in 16m. 3-5s.

THE WOODSTOCK RACES.

Woodstock, Aug. 26.—Games of the Woodstock American Athletic Association. One mile open: C. F. Lavender (1), time, 3m. 05s; H. Davies, Toronto Wanderers (2). Two miles (green): Martin (1), Biette (2), both of Woodstock. Half mile, Davies (1), Lavender (2); time, 1m. 29 2-5s. Three miles, Lavender, barred, Davies (1), McKay, of Seaforth, (2); time, 10m. 29 1-5s. Five miles (Davies not starting): Lavender (1), Lambe, of London, (2); Clarke, of Woodstock, (3); time, 17m. 39s. Fancy riding: Hurst, of Toronto Wanderers, won. Oxford County challenge cup: Clarke (1), Martin (2). Half mile, without hands: Lavender (1), Doyle, of Fingal, (2).

Toronto, September 6th.—One mile, green, W. M. Hurst, Wanderers' Bicycle Club, first, in 3m. 34s., by ten yards; F. J. Capon, W.B.C., second.

One mile, open, H. Clarke, Woodstock B.C., first, by four feet; H. P. Davis, W.B.C., second, 3m. 2 7/8s.

This race was the event of the day, and the result was a genuine surprise to all present. As will be seen, it was not decided as between Clarke and Davies in the first contest, but resulted in another race between them for first place. The start brought out Craik, of Somerville, Davies, Hurst and Foster, of the Wanderers, and Campbell, of the Torontos. The latter was not in condition, and though he held his own well, did not come up to his usual form. Clarke led off, with Davies and Campbell after him. On the back stretch, on which most of the hot work of the day was done, the three at times seemed to be riding in a row. The race was a crippling one from the start, as is evident from the fact that the first two quarter miles were done in 45 seconds. Foster, who has developed wonderfully, eventually succeeded in getting third place from Campbell. He is a fast man, and seems to lack staying power. Davies stuck closely to Clarke, but did not pass him, and the latter came in first, with Davies about two lengths behind, and Foster and Campbell following. The time was 3.02 3/4. When it was seen that the Canadian championship record of 3.09 1/2 would be broken, the interest in the race became intense, but it was little thought that Lavender's subsequent record of 3.06, made on July 3rd, would also go. At the conclusion of the race, Davies entered a protest against Clarke on the ground that the latter had prevented him from passing him by crowding him off the track. A shower coming up, everybody retreated to the grand stand, and the judges considered the matter and heard what the parties had to say. Clarke claimed that the track being quite new to him, he was several times forced out of his place in turning the corners, and that if Davies was thereby

prevented from passing him, it was unintentional on his part. It was finally decided that the two should ride again, and this was done between numbers 7 and 8 of the programme. The final contest was a magnificent one. Everybody was on the tip-toe of expectation. The wonderful speed displayed by the two led to the belief that a hot race would take place, and the result was as anticipated. Both went off at a cracking pace, and the race was fought all the way through. Clarke led, but on the back stretch of the first lap they rode side by side. Davies did not at any time succeed in getting his wheel ahead of his antagonist's, but for the first three-quarters the two wheels lapped. On coming into the back stretch of the last lap Davies spurred, and closed up on Clarke amid the cheers of the crowd, but Clarke immediately responded, and drew away with apparent ease. It was then seen that the race was his. He came in with hands off the bar about ten yards ahead of Davies, thus winning the race in the splendid time of 2.59 1/8. The spectators greeted the winner with loud and enthusiastic applause.

Three mile handicap, P. Doolittle, scratch, T. B.C., first, by twenty yards; H. Ryrie, T.B.C., four hundred yards, second. Time, 10m. 10s. Quarter mile, velocipede, boys under ten, P. Barr, first; R. McCall, second. One mile, city championship, H. P. Davies won. This makes two wins for Davies, the prize having to be won three times. Half mile, boys under sixteen, 48-inch wheel, F. Bousted, first; A. B. Brown, second. Two miles, club championship, P. Doolittle, first; F. J. Campbell, second. Time, 7m. 20s. Time race, one mile, time, 3m. 59s., W. H. Stuart, first; P. Doolittle, second. Stuart was the last man in, Doolittle in front of him. Five mile handicap, H. Clarke, scratch, first, by twenty yards; H. P. Davies, scratch, second. Time, 16m. 6 3/8s. Fancy riding, W. Hurst, the only entry, gave a fine exhibition.

New Haven, Conn., Sept. 24.—At the New Haven Bicycle Club races on Tuesday, in the one mile novice race Mr. Wait won in 3.04 1/2. In the two mile race for the club championship, Wait won again. Time, 6.52. In the one mile scratch race, George Hendee defeated Sanders Sellers, of England, in 3.01 3/4. The five mile tricycle race was won by Robert Chambers, of Birmingham, England, in 21.46. In the one mile boys' race O. M. Ferguson, of New Haven, who had the pole, struck Willie Hopkins. The latter was leaning over the guard-rail watching the race when Ferguson ran into him with great force, his machine hitting the boy on the back of the head, causing, it is thought, concussion of the brain. Three doctors on the ground attended to the lad. His father is in the employ of the Diamond Match Company, of Westville. By the accident Ferguson was thrown violently off his machine and stunned. The race was won by W. J. Redfield, of New Haven.

RECORDS BROKEN, IN ENGLAND.

The fifth race for the Crystal Palace fifteen miles challenge cup took place September 11, at Sydenham, London, Eng., and the winner, R. H. English, North Shields B.C., beat all previous records from two to fifteen miles, and, continuing with a view to beating Cortis' hour record, also beat record time for sixteen, seventeen, eighteen, nineteen and twenty miles, and in the hour rode 20 miles 560 yards, or 235 yards more than Cortis had to his credit. His two mile time was 5m. 32 2-5s., and 20 miles were covered in 59m. 6 3-5s. R. Cripps was second by 44 seconds, and H. F. Wilson third by 10 yards.

On Sept. 19th, bicycle races were held at the Exhibition Grounds in Toronto, which proved a fizzle. In the two-mile race for a \$50 cup there were three entries—H. P. Davies, Toronto; J. Craik, Summerville; H. P. Williams, Quebec. The race was won by Davies, Williams being thrown out of the race by his machine breaking. In the one-mile race there were three entries—Craik, Davies and Campbell, of Toronto. In the final heat Craik and Davies were on even terms just before reaching the winning-post, when Davies fell against the steps of the stand, breaking his collar-bone.

Wheel Tracks.

Hartford has 500 and Springfield 700 wheelmen.

The Chicago Bicycle Club will build a cinder path.

When is London going to have a first-class cinder track?

Messrs. Retallack and Holden, of the Belleville Ramblers, attended the Springfield Tournament.

C. F. Lavender, of Toronto, is a manufacturer of cycles, and made the one he rode on in the Buffalo races.

Dr. Arnott, a leading physician of London, has provided himself with a tricycle, and may be seen taking a spin very often.

G. H. Ilston, one of the fastest English bicycle riders, has accepted a situation in a sewing machine factory at Wallingford, Conn.

Miss Florence Fuller, of Chicago, recently rode a tricycle from Chicago to Geneva Lake, Wis., a distance of eighty-five miles, in two days.

Among the noted amateur tricyclists of London (Eng.), who think nothing of making twenty mile excursions, are Mr. and Mrs. Bronson Howard.

Burley Ayers, of Chicago, in writing of the late "Niagara-to-Boston" tour, says: "We are going to have another tour next year quite as good."

On the second day of the long-distance race at Chicago, Morgan covered 107 miles in six and a half hours, an average of about eighteen miles an hour.

The New York State Championship for one mile, L.A.W., was won at Albany on the 11th ult., by C. E. Titchener, of Binghamton, in 3 min. 30 1/2 sec.

The *American Roller* is the name of a splendid eight-page weekly published in Boston, and devoted to the interests of roller skating, polo and other popular sports.

The Pope Manfg. Co. have presented one of their Expert Columbias to Thomas Stevens, the man who first rode across the continent, from Frisco to the Hub, on a bicycle.

Mr. A. Beasley, son of the City Clerk of Hamilton, has left for a tricycle trip through Europe. He will join two English tourists in England, and expects to be gone six months.

W. H. Nourse, Captain of the Winnipeg Bicycle Club, has joined the Canadian contingent under Sir Garnet Wolseley, to proceed to Egypt for the relief of General Gordon.

The Boston Ramblers' Club will disband Oct. 1st. The club is solid financially, but cannot compete successfully with the Massachusetts and Boston clubs. The big fishes always eat the little ones.

Mr. W. Wallace, of the Carrick Banking Co., Mildmay, has accepted a position in the Central Bank of Canada at Toronto. Mr. Wallace is an enthusiastic cyclist, and purposes joining one of the Toronto clubs.

The eight-day bicycle-horse contest at St. Louis, which terminated on Sept. 14th, resulted in a victory for the horse. The final score stood: Morgan, 445 miles; Armaida, 361; total or bicycle, 836 miles, and Anderson and horses, 839 miles.

A comparison of the half-mile record made by Sellers at Springfield, this year, with the Canadian record of Clarke, shows how little we are behind the Englishers. Sellers' time in a half-mile dash was 1 18 1-5, while Clarke's time for a half-mile in a five mile dash was 1.26 4-5.

Clarke, the Woodstock flyer, who is now justly claimed to be the fastest rider in Canada, is but seventeen years of age. He was born near Woodstock, but his home is in Seaforth, where his parents reside. Clarke is in the drug business in Woodstock, where he has done all his training, having mounted a bicycle for the first time last season. When in racing trim his weight is 148 lbs., and he is 5ft. 9 1/2 in. in height.

Asa Dolph, the famous American wheelman, is termed the Jay-Eye-See of bicycling. Canada can go one better, and term W. G. the Maud S. of wheelmen.—*Montreal Herald*.

It is said not a single American bicycle appeared in the Springfield International Tournament. Victors and vanquished, Englishmen and Americans, all rode British machines.

Mr. George F. Fish, a prominent American physician, has been for several months touring through Europe, and recently accomplished over 1,000 miles of continuous riding about Leipzig, Dresden, etc.

The Chicago Bicycle Club is agitating the subject of quarters. There is a division of sentiment in regard to building a club-house, refurbishing their present quarters, or taking a suite of rooms near the Board of Trade.

Wilnot has secured a partner in the person of J. R. Pavilla, late of the Jackley Wonders. They practice daily, and it is said are already doing tricks which Sewell never attempted. They will be pretty clever, if this is a fact, for it takes a great reformer to outdo the "Shrimp."

Mr. S. H. Townsend and H. Beatty, of the Wanderers, who have been doing some extensive touring throughout England and France on their bicycles, are expected home shortly. The former has considerably altered the club's one-day record, having made on one occasion some 130 miles in a day.

Mr. F. M. S. Jenkins, Captain of the Ottawa Bicycle Club, in sending in some subscriptions to Karl Kron, says: "I have ridden from Montreal to Sorel, and from Quebec to Matamoras, along the south shore of the St. Lawrence. The latter road deserves especial notice. From Bic to Matamoras (seventy miles) is certainly the finest stretch in Canada; and thirty miles of very fair road, from Four Pistols to Bic, can be combined with it by those who wish to make a straightaway century."

Mr. W. G. Hurst, the fancy rider of the Toronto Wanderers, has been astonishing everybody by his extraordinary feats on the wheel. At Buffalo, where he won the first prize by many points against some of the best American riders, he is thus described by the *Courier*: "Next came W. G. Hurst, of Toronto, who performed some wonderful tricks on his wheel. At the end of the given time he was not near through, and could evidently go on for some time. It was as apparently easy for him to jump from the ground and stand on the saddle as to balance his machine sitting on the saddle."

A slim-looking youth of Manhattan
Bought bicycle breeks of tight pattern;
But he soon took 'em off,
And remarked, with a cough,
"I think I will wait till I fatten."—*Ex.*

The Orleans Consul, M. S. V. Henry Damond, who is over 72 years of age, has just won the first prize in a slow race on a bicycle. He hopes that after this no one will let advancing years be a barrier to the prosecution of the delightful sport of bicycling.

The touring members of the Toronto Bicycling Club returned to the city on Tuesday afternoon. At Ottawa they were handsomely treated by the Exhibition Committee, the Ottawa Club, and by the citizens generally; in fact, so well treated were they that it was impossible for some of the members to tear themselves away on Thursday morning. The weather clerk seemed to have spite against the tourists, only two really fine days being experienced during the trip. But although the weather was unfavorable, it did not seem to prevent the boys enjoying themselves. Bicyclists along the route showed great kindness, and the generosity of the farmers was more than could have been expected. On account of the continuous rain no records worth mentioning were made, with the exception of that three riders rode from Kingston to Napanee, twenty-five miles, up hill, against a head-wind, in 2.35, without a dismount.—*Toronto Mail*.

It is strange, but nevertheless true, that two of the candidates in the coming campaign for the Presidential chair in the United States are enthusiastic cyclists—Miss Belva Lockwood and Grover Cleveland. Surely one of the two ought to be elected!

Thos. Stevens, the English farmer of Wyoming Territory, who wheeled his bicycle across the continent from San Francisco, April 22nd, to Boston, August 4th, went down to New York on the 15th of August, and at once enrolled himself as the 1689th subscriber to "Ten Thousand Miles on a Bicycle."

Keith McLean, of the Goderich Bicycle Club, while riding in Goderich, had occasion to bend his head while passing under a spreading tree. At the same time his wheel struck a stone, and losing his balance, he was flung violently forward. As a result of the header, one of his arms was broken near the wrist.

New York *Mail*:—"We notice in the Springfield programme a 'race without hands.' It is gratifying to see such evidence of a desire for pleasing variety in the programme, and we would suggest that there be added a race without feet, one without heads, a sack race, and a three-legged race. In this way the proceedings would be diversified."

We are in receipt of a very handsome photograph of a group of nine in the late "Niagara-to-Boston" tour, taken at Napanee by the new instantaneous process. As *The Wheel* says, "the picture of Geo. Orr, of the Toronto Wanderers, is worth the whole price of the picture," which is 50c. each. It is published by J. S. Hulett, artist, Napanee, and is a very acceptable souvenir of the trip.

Wm. H. Tufford and Chas. W. Finlayson, of the Paris Bicycle Club, had a very pleasant run last week to Berlin, going *via* Ayr, Roseville and German Mills, returning by Strasburg, Preston and Galt. The boys report being used very kindly by the Berlin bicyclists, and if any of the latter should visit Paris we can assure them of a right royal welcome at the hands of the Paris Bicycle Club.

C. F. Lavender, of Toronto, one of Canada's flyers, was seriously injured at the Buffalo tournament on August 27th. It occurred in the following manner: On the last quarter of the second mile, in the two mile open race, Lavender tried to pass between Terry, of Batavia, who was leading, and J. V. Barros, of Attica. The machines becoming entangled, the three were thrown, their wheels falling on the top of them. There was a great deal of excitement among the spectators for a few minutes until the men had extricated themselves from the machines. Terry and Barros were only slightly hurt, but Lavender had both of the bones of his forearm broken near the wrist, and had several bruises about the body. After having his arm set by a doctor, in the dressing tent, he was taken from the grounds. His wheel was a complete wreck.

A minister in Cleveland rode to church last Sabbath on a bicycle. As he swept up to the sacred edifice, a large Newfoundland dog, belonging to the senior deacon, came lumbering out to greet the pastor. The bicycle struck the canine head on, under a full head of steam, and ran him down with a shock that could be plainly felt with the naked eye. The reverend took a header, and jammed his high silk hat down over his ears so tight that he had to crawl through it to get out of it. The scattered leaves of a seven-head sermon flew around the avenue like a theological snow-storm. The dog made Rome howl with his wails, and attracted a crowd of 300 people. The parson's coat was split down the back, and his trousers ripped across the knees. He pinned up the knees, and he had to wear a pepper-and-salt sack coat the sexton loaned him. When he appeared in the pulpit in this garb, the congregation smiled, and when he announced his text—2 Kings xii. 6, "But it is so . . . the priests had not repaired the breaches"—there wasn't a dry eye in the conventicle.—*Burlington Hawkeye*.

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OF THE

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AND OF THE

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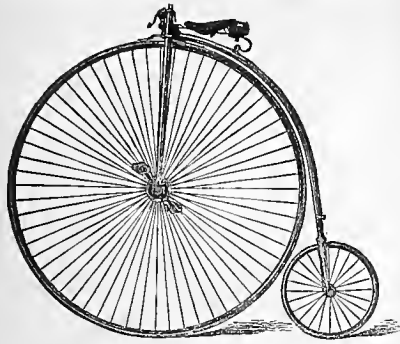
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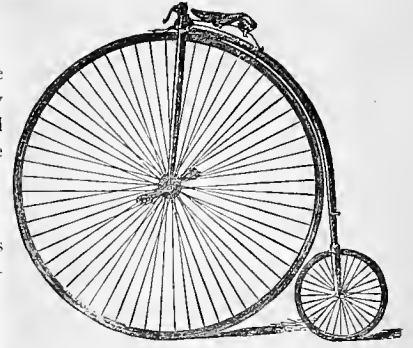
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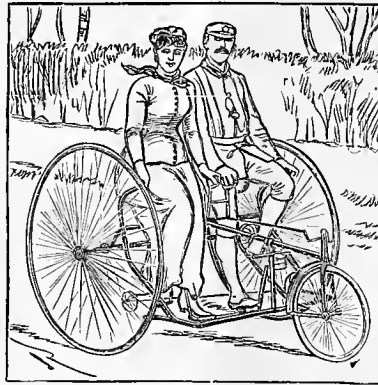
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No. 2.

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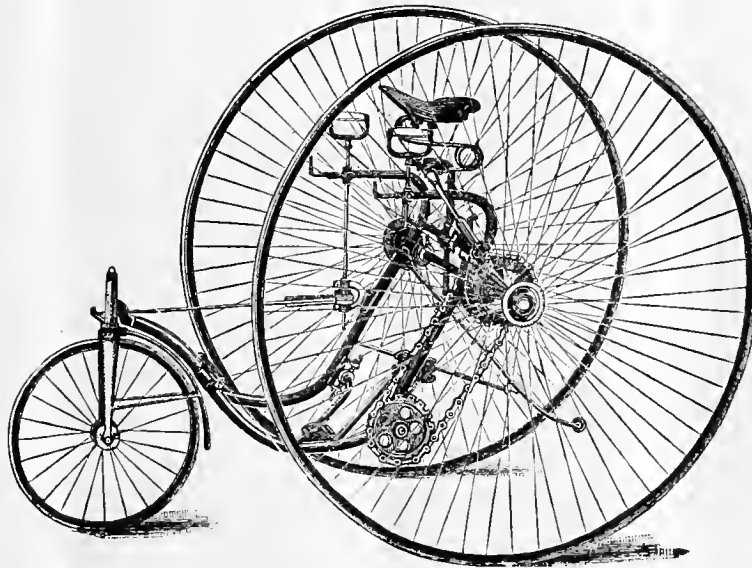
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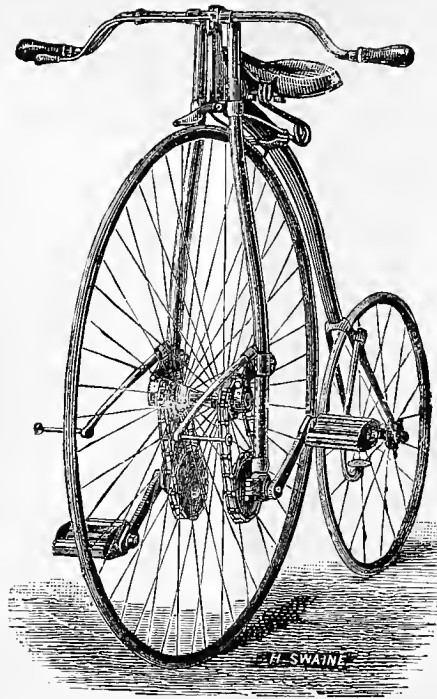
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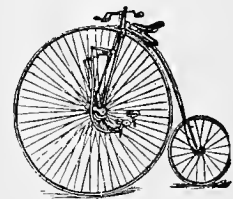
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PUBLISHED ON THE 10TH OF EVERY MONTH BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - - - \$1.00

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All communications of a literary character should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company.

JAS. S. BRIERLEY,
 St. Thomas, Ont.

A SUGGESTION.

The winter months constitute a season of enforced rest for the wheelman. Let him be ever so enthusiastic, there is no other resource for him, in this land of snow and ice, than to stable his steed at the approach of winter. There is little left to him but the melancholy satisfaction of occasionally "oiling up," more, perhaps, for the pleasure he derives from this little attention to his wheel than from any necessity for the operation. This done, the disconsolate cyclist returns it to its stall with a sigh, and longs for the summer.

We have a suggestion to make. If we cannot ride during the winter, let us do a little work for the cause. There are various ways in which this can be done. Where there are clubs, the members should keep the lamp burning all winter if possible. An effort should be made to put the clubs on a permanent basis. A plan of operations for the coming season could be studied carefully, discussed, and finally mapped out. There are a hundred and one ways in which the time which in summer is occupied in active operations could be used in preparation. There is nothing like having a campaign planned in advance, and the summer work of every club should be a campaign in the interests of cycling.

But, in addition, wheelmen can do something, if they wish, for the Association. Every man who has ridden during the past season can, with very little trouble to himself, compile valuable information about the roads in his own locality. Clubs can revise and condense these reports at their meetings, and by comparing notes among themselves render the Association officers much assistance. The "Guide Book" is very useful so far as it goes, but it lacks much yet. The information which it contains was obtained, in many cases, with difficulty, and too late to permit of verification. Now that the foundation has been laid, and each member of the Association is in possession of one of the books, the design of its compilers can be seen by all. It remains for the members to lend their assistance to the work. What is done in this way should be done early, so that if a new book is

issued next year, it may be in the hands of wheelmen at the opening of the season.

There is one other way in which the lovers of the sport can help it in this country. That is, by helping THE WHEELMAN. A little encouragement now will put such life and vigor into it that it will establish a "record" for itself before next season is over. We need say no more.

Is not the Racing Board of the C. W. A. somewhat slow in getting into working order? In the United States the Racing Board of the L. A. W. is a most important factor in cycling matters, but up to the present time it has been unheard from in Canada. Among the points which force themselves upon the Racing Board, and which ought to receive consideration, are these: Are there in existence any means of knowing how correct the Toronto and Woodstock tracks are, these being the tracks upon which the Canadian records were made? If so, are they in the possession of the Racing Board? What has been done to preserve the records made this summer? In short, with our race meetings conducted as they have been, how long would Canadian records be recognized in the United States? It is to be hoped the gentlemen comprising the Racing Board will take some action at an early date and let us hear from them.

In organizing their great American tours, it seems as if the Chicago Club can not do without a spin over some of our Canadian roads. They are already at work on the trip for '85, the following particulars being already announced:

"Route is Buffalo to Rochester; cross Lake Ontario to Cobourg, grand soiree; wheel to Belleville, great time; thence to Thousand Islands, large time; rail to Utica, and thence down Mohawk Valley to Albany; thence down the Hudson to New York city."

In their trip this year several Canadians were present, and with such a tempting route as the one laid out, there is every reason to expect a large number in their trip of '85.

Once let the fact be thoroughly understood and recognized by the drivers of other vehicles that the bicycle and tricycle have equal rights on the road and in the streets of cities and towns, and the wheel will easily and without fuss or trouble find the proper place in the general system of locomotion and travel. A judge in a recent case at law involving the road rights of wheelmen made the curious blunder of saying that a bicycle is more difficult than a horse to control in a crowd. This will be news to wheelmen, who have learned to accommodate themselves to circumstances, and manage their machines almost as handily as the pedestrian can manage himself. We saw a case in point at one of the Chicago bridge approaches one day this week. Through no fault of his own, a wheelman found himself suddenly pocketed by a heavy truck wagon. With a swift turn of the hand-bar he was at the curbstone, and in an instant had his wheel on the edge of the sidewalk out of everybody's way. Had he been driving a horse and buggy there would have been a jangle, a tangle, a smash-up, and a delay of several minutes to several thousand people.—*Mirror of American Sports*.

The initials "C. C.," which are applied to the name of the worthy personage who fills the position of Chief Consul, can be put to more uses than one, the following being an instance: At a recent race meeting, a prominent Chief Consul officiated as master of ceremonies, so to speak, and during the races the spectators began to crowd over the track, when a fellow-cyclist, whose view of the race was obstructed, shouted out to the C. C., "County Constable, clear the track, please!"

EDITORIAL NOTES.

All the Canadian records have been made on "Invincibles," much to the delight of Fane & Co.

If the L. A. W. meet for '85 is held in Buffalo, as the prospects are at present, there is no doubt but that a large number of Canadians would be in attendance.

Amateur photography, in connection with cycling, promises to become very popular in Canada next season. Already, several clubs have their club photographer.

We wish to remind our subscribers that a large number of subscriptions expired with our last issue, and that they will confer a favor by renewing at an early date.

An enthusiastic wheelman of Toronto, in writing his opinion of THE WHEELMAN in its new dress and form, makes the modern remark: "Great paper; takes the cake." Another correspondent says: "It is just immense."

Verily, experience is an excellent teacher. The Springfield Bicycle Club makes about \$7,000 out of their tournament this year, with an attendance of 40,000 people, over a loss of about \$3,500 last year, with an attendance of 50,000 people.

A word in season to correspondents. Do not forget to keep THE WHEELMAN posted as to your club's doings during the long winter months, and always send contributions before the 25th of each month to enable us to put in an appearance by the 10th of the month.

Although Fred. Westbrook has been nearly forgotten since his withdrawal from the membership of the C. W. A. to join the professional ranks, he now comes to the front in the southern States, riding in amateur races as Patterson, of Toronto.

Cycling in Canada has taken a wonderful stride in progress during the past season. With its ever-increasing organization—the C. W. A., its Canadian division of the C. T. C., its representative journal, THE WHEELMAN, its very successful bicycling tours, and its well-conducted and exciting race-meets—it is a sport with a record of which we may well feel proud.

A bicycling tour to Bermuda during the cold winter months is being agitated by Frank Elwell, of cycling fame. Can anyone imagine anything grander than a tour during the cold and dreary months of December and January in a country where it is perpetual summer—where the roads are as smooth as a cemented floor, and where the mercury never falls below 55 or rises above 80°. Karl Kron calls Bermuda "The wheelmen's paradise."

WITH OUR EXCHANGES.

The Montreal *Herald* calls W. G. Ross, the Maud S. of wheelmen. There is not much Maud S. ty about that. — *Bicycling World*.

THE CANADIAN-WHEELMAN hits the nail on the head with more truth than poetry when it says: "Talking about the Springfield meet, how natural it has come to be to think of it as a fixture! There would be a big hole in the bicycle calendar if the Springfield meet should drop out." — *Wheelmen's Gazette*.

The exhibitions given at the Casino Rink, Elmira, N.Y., last Thursday and Saturday evening, by Mr. Geo. E. Hutchinson, the champion fancy rider of Canada, was very fair, although we have seen those who excel him. The upside-down mount on one wheel deserves especial mention, as it is certainly a well-executed trick. — *American Roller*.

HE WAS USED TO IT. — "Are you hurt?" shrieked a dozen picnicking females, as a young man was tossed over a neighboring fence by an angry bull and landed on his head in the middle of the road. "Hurt?" he answered. "Why, of course not; I am used to coming down that way." "Used to it?" exclaimed the fair chorus. "Why, how can that be?" "I own a bicycle," was the reassuring reply. — *Philadelphia Call*.

Tom Eck and Fred Westbrook, the bicyclists, who recently entered a hippodrome race in Omaha, under assumed names, in order to raise a stake, have succeeded in disgracing themselves to a considerable extent, and their names connected with future races will be a sufficient reason for the failure of the same. The boys must live, of course; if they refuse to work, but they are bungling confidence men. — *Sporting Journal*.

The Washington correspondent of the Philadelphia *Record* says: "The Western Union Telegraph office here is utilizing the bicycle in the delivery of messages very successfully. It has four bicycles, which the messenger boys keep in motion all day and night. You never see more than two in the office at one time. The managers are delighted with them. They save boys, time and money. A messenger on one of those machines goes from the office of the Telegraph Co., opposite the Treasury, to the boundary of the city, perhaps a mile and a half away, and back inside a dozen minutes."

Hugo Barthol, a native of Saxony, has just completed a long bicycle journey. In eleven weeks he has covered 2,800 miles. Starting from Gera, he rode to Frankfurt, thence down the Rhine to Switzerland, stopping at Basle, Zurich, Lucerne, across the St. Gothard mountains to Milan and Turin. He accomplished the difficult task of riding across the Apennines on his way to Genoa. Following the coast, he rode to Pisa, thence through southern Italy to Florence, Rome and Naples, from which point he started the home ride, crossing the Apennines to the eastern coast of Italy, the whole length of which he covered. He passed through Ancona, Venice, Bologna, Trieste, Larchbach, Graz, Vienna, Tetschen, Dresden, and back to Gera. Mr. Barthol remained from three to six days in the larger cities. The feat is the most remarkable on record. — *Hamburg Morning News*.

Small Brother—"Why don't you get to goin' with Mabel Carson, Fred?" Big Brother—"Why, Charlie, do you think she's pretty?" S.B.—"Naw—but her brother's got the boss bicycle." — *Burlington Free Press*.

A tricycling girl named Susanna,
Who rode in a most taking manner,
Bought a rational dress,
And I now must confess
She has knocked us all hard as a hammer.

—News.

There was quite a crowd collected last Saturday evening, as we passed over the Holborn Viaduct, outside the premises of the Coventry Machinists' Co., inspecting the splendid array of prizes which Gaskell has brought home from America, the result of his various races there on the company's cycles. The huge trophy cup formed a centre, around which were grouped the tea and coffee pots, the inlaid pistols, and other handsome mementoes of his visit, which he secured across the "herrin' pond." The shop being lit up brilliantly, everything was seen to the best advantage, and no doubt the mouths of many of the onlookers watered at the sight of the substantial rewards of Gaskell's prowess. — *Cyclist*.

THE TANDEM TRICYCLE AS A WEDDING CARRIAGE.—A funny, though truthful, story reaches us from a place on the Lincolnshire coast, very popular with Sheffield and Nottingham people, to the effect that one day early last month a young lady and gentleman rode up to the parish church at the seaside referred to on a tandem tricycle, and in tricycle dress, and having been duly married by the rector of the parish, remounted their tandem and rode off in the most commonplace fashion. The same couple are still frequently to be seen riding tandem in the district where they reside, and they fondly imagine that no one knows of their having given a new era to the tricycle as a wedding carriage. A correspondent suggests that there is no reason why bridesmaids and groomsmen should not attend in the same style. 'Twould certainly be more economical than the general system of carriages and pairs. — *Sheffield, Eng., Independent*.

Considerable attention was attracted by the sight of a lady tricyclist on our streets on Saturday (Oct. 11), and many comments were made on the ease and grace with which the young lady propelled the machine. The fair rider was Miss Mabel Corson, who, with her father, Mr. E. H. Corson, was on her way from Rochester, N.H., to Boston, a distance of over 100 miles. They were the guests of Mr. H. C. Oak during their stay here, and were accompanied as far as Ipswich by Messrs. Oak and Logan. Many ladies now own tricycles, but few have the courage to undertake such a journey as that accomplished by Miss Corson, many of the roads between the two places being far from first-class. Mr. Oak received the following postal from Mr. Corson at the end of the above trip:

Rochester, N.H., Oct. 15, 1884.

FRIEND OAK,—I rode up Corey Hill this morning before breakfast, against a head wind. Can do it every day.

CORSON.

Corey Hill is a very long and steep ascent in Boston, which few riders are able to overcome. Mr. Corson was the first bicyclist who made the descent of Mt. Washington. — *Merrimac Budget*.

Some short time ago the N. V., L. E. and W. R. R. Co. informed cyclists that they might go about their business, for said company would not be bothered carrying their machines on any consideration. Here was a pretty state of affairs, American cyclists defied by an American railroad company. Everyone stood aghast, and it looked very like as if the home policy of the L.A.W. was about to follow on the lines of the foreign policy of the United States; when suddenly the L.A.W. member, who never slings on any airs, moved his right hand a little, and then it was—to paraphrase Scott—

"That from amazement's iron trance"

All Burley's bruises waked at once.

And the greatest individual railroad company in the country got knocked out in one round. — *Athlete*.

Mr. Sellers, who was received most enthusiastically, said that he was more than repaid by the way in which his friends had personally received him, and referred to the coldness with which the victories of Englishmen were received in America, and the endeavors of the American press to cast slurs upon them. — *The Cyclist*.

Mr. Sellers has shown us greater ability with his legs than with his mouth. If he had directed his slurs against a few papers in the small cities where he raced there would have been a morsel of truth in what he says; but when he includes the whole American press, he shows base ingratitude for a most cordial welcome and a generous recognition of his racing abilities extended to him by the wheel press and the great metropolitan dailies. We do not know what the Englishmen expected, but if they were not gratified at the receptions given them at Springfield, as they came to the mark each day, and the generous applause that followed their victories, their demands are very high. The conduct of Sellers and Howell since their return to England has been marked by a contrast as strong as it was in America between these gentlemen and Messrs. Gaskell and Chambers. — *Bicycling World*.

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THE YOUTH'S COMPANION.—The editors of *The Youth's Companion* seem to have put their fingers on the pulse of every boy and girl of healthy tastes and instincts in America. *The Companion* is full every week of interesting stories with a thoroughly wholesome influence, tales of adventure, articles that entertain and instruct at the same time, and most carefully selected miscellany. It is a weekly treasury of good reading, and is already read and prized in 325,000 families. The price is only \$1.75 a year, and the publishers, Perry Mason & Co., Boston, offer for that sum to send *The Companion* free from the time the subscription is received until January, 1886.

CHANGE OF FIRM.—As will be seen by advertisement, Messrs. Charles Robinson & Co., of 22 Church st., Toronto, have succeeded Rae & Watson in the bicycle and tricycle business. The new firm intends making a specialty of cycles and sporting goods, and will soon remove to large and new premises. They will continue to make the "Rudge" their specialty, and as it is an excellent wheel they will no doubt do a large business. They also call attention in their advertisement to some bargains in second-hand wheels.

When a man becomes a good bicyclist he says: "Good-by, sick list."

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HAL. B. DONLY, Simcoe,
Sec.-Treas. C. W. A.

Winnipeg Club, add 4—B. 0475, F. Vandewe; B. 0476, Frank Westbrook; B. 0477, J. B. Chambers; B. 0478, W. Osborne.

Norwich Club, 9 members—B. 0480, J. H. Robinson; B. 0481, W. M. Carman; B. 0482, N. Batty; B. 0483, Walter Batty; B. 0484, W. Mustard; B. 0485, L. Copeland; B. 0486, W. H. Miller; B. 0487, D. Donald; B. 0488, J. M. Cole.

Berlin Club, add 1—B. 0489, C. W. Wells.
Toronto Club, add 34—

B 0496, W H Brown	B 0514, Dan Munn
B 0497, J W Ivory	B 0515, J Davis
B 0498, C J Thorley	B 0516, C Cuthbertson
B 0499, J H Page	B 0517, Gus Skerrow
B 0500, W H Stewart	B 0518, A Anderson
B 0501, C Davies	B 0519, A M M Kirkpatrick
B 0502, R G McLean	B 0520, E T Coates
B 0503, W H West	B 0521, A J Hollyer
B 0504, W H Cox	B 0522, A E Walker
B 0505, H R Merritt	B 0523, T Levy
B 0506, W Thomas	B 0524, C Segsworth
B 0507, D C Wagner	B 0525, J S Anderson
B 0508, C S Houltain	B 0526, C H Jaggard
B 0509, Geo Barfoot	B 0527, T F Hutchinson
B 0510, Geo Lever	B 0528, A S Bowers
B 0511, F W Brown	B 0529, J A Fraser
B 0512, C B Murray	
B 0513, Martin Merry	

Woodstock Club, add 2—B. 0530, J J Dawson; B. 0531, Merle S. Knight.

At the last annual meeting of the Association, the report of the Secretary showed that there were then 714 members good upon the books. This figure was, however, considerably above the *bona fide* membership. The 1st of July is the end of the Association year, and very many clubs had sent in their renewal subscriptions for the new year, while the clause in the Constitution which gives thirty days' grace to the members in renewing would not allow of any names being taken off, although the Secretary might know that they were not intending to remain in the Association. It has, in consequence, been deemed advisable to lay before the Association a list of the clubs, with their membership corrected to this date, in order to show our actual strength, and also for the purpose of comparing it with

what it was at the close of the wheeling season of 1883.

On the 19th of October, 1883, when the present Secretary was elected to office, there were in the Association eighteen clubs, with a total membership of 402. These clubs were the—

Forest City, London	45	Royal City, Guelph	13
St. Thomas	22	Hamilton	20
Simcoe	10	Ottawa	15
Aylmer	19	Clinton	5
Toronto	40	Montreal	66
Wanderers, of Toron.	50	Newcastle	6
Pt. Elgin	10	Ariels, London	12
Brantford	10	Unattached memb'rs	3
Woodstock	36	Total	402
St. Marys	10		
Oshawa	10		

By the 1st of July in this year, as given above, this membership had grown to 714. Some new clubs had joined, and others had increased their numbers, notably the Montreal Club, which topped the list with 102, the Wanderers' with 80, and the Torontos with 58. On the 1st of August, thirty days after the expiration of the year, the Secretary went over the roll-book, writing out the delinquent members and clubs, —the clubs to suffer expulsion from the C.W.A. and loss of rank being Aylmer, Pt. Elgin, Clinton and Oshawa. This, as a matter of course, materially decreased the number of our members; but we have ever since been growing back towards the old figures, and the end of this season finds us considerably better off than last. Our membership is now 523, made up as follows:

Forest City, London	9	Kingston	19
St. Thomas	22	Ingersoll	8
Simcoe	20	St. Catharines	21
Torontos, of Toronto	73	Strathroy	9
Wanderers, do.	15	Listowel	6
Brantford	19	Paris	16
Woodstock	47	Winnipeg	27
St. Marys	5	Carleton Place	8
Royal City, Guelph	15	Seaforth	12
Hamilton	21	Napanee	11
Ottawa	14	Stratford	10
Montreal	36	Berlin	8
Newcastle	15	Norwich	9
Aerials, London	20	Unattached	11
Goderich	15	Total	512

In comparing these two lists, it will be seen that nearly all of the clubs in the smaller places have either held their own or show a good increase, the clubs to fall off being the larger ones, notably the Wanderers', of Toronto, and the Montreal. We do not believe that this is because the clubs themselves have decreased, but because their entire membership is not in the Association. In fact, we know this is the case. Now, the Constitution distinctly says all clubs must belong in their entirety, or else they cannot be Association clubs. If we are to have rules, let us live up to them. If important clubs like the two we have mentioned are going to disregard our Constitution in such a manner, can we expect the lesser clubs to do otherwise? Must not the result sooner or later be most disastrous to the Association? We sincerely hope that the officers of the C.W.A. in the different clubs will take this matter up and urge upon their clubs the importance of attend-

ing to this matter at once. We estimate that if this rule was strictly adhered to the Association would now have enough additional members to bring its strength up to 800.

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It appears to us that a great improvement could be made in the manner of selling the Association Pins. It is certainly most desirable that they come into universal use among the members. They are an exceedingly handsome scarf-pin and very cheap, and would surely sell readily wherever seen. To get members to remit money for them, however, without first seeing them, seems to be impossible, as the order-book of the Secretary testifies. The idea of the Board of Officers in keeping the sale of them in their own hands was not to make money, as that would be impossible at the price charged, but it was to prevent outsiders from wearing them, and thus imposing upon members of the Association that they might meet. This trouble has proved itself to be merely an imaginary one. No one but a wheelman would give a fig for one of these pins, while the possession of one should not surely be indicative of good standing in the C. W. A., otherwise what use are our membership certificates. At a bicycle meeting on the other side of the line, we venture to say seventy-five per cent. of the wheelmen present wear L.A.W. pins. Their way is to let the manufacturers that they contract with sell them direct to the members, and as a consequence they are on sale in all parts of the country with other bicycle goods. We think the Board of Officers will find that a similar arrangement made with Messrs. Ellis & Co. will have the effect of getting our badge into general use much faster than the present bothersome, roundabout way.

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Various causes have for the past three months united to prevent the Secretary of the Association from bestowing that attention and time upon its affairs that he would wish. First, an accident which happened to him in the month of July, rendering him unfit for more writing than was absolutely necessary for six weeks or so, then a fortnight's absence from home, and since an unusual amount of business in his office, are to blame. He hopes in the future, however, to do better. Any who may have been inclined to find fault with his delinquencies will please pardon them upon his assurance of being more prompt and attentive in the future.

The only case that the Membership Committee have this month to report is that of R. W. Hamlin, of Oshawa, charged with having, in Port Hope, thrown a race for the sum of \$50. Hamlin pleaded guilty, and was expelled from the Association. Clubs holding race meetings should look out for the young gentleman, as should also all amateur racing men.

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Jones is a cyclist, and a married man, and does his own gardening; Brown, another cyclist, meets him, and accosts him thus: "I saw you last night with a unicycle. Where did you get it?" Jones replied: "Some mistake. I haven't a unicycle; mine is a bicycle." "Well, I was under the impression that I saw you 'an a sickle," said Brown, trying to smother a laugh. Jones still wonders what Brown laughed so heartily about.

A WONDERFUL HILL.

I have heard some strange stories about hill-coasting lately, which, for their veracity and facts connected with them, would never be right to doubt.

In relating the following little experience, I hope none of its readers will for an instant doubt my statements, as they could not, under the circumstances, be otherwise than correct.

It came about this way: Myself and a friend were touring in the northern part of Ontario, and were in a region probably never before pedalled over by a bicyclist. It was on a Sunday morning, and everything was still and quiet. For the past three days we had been continually climbing or walking up hill, never down; and although for the first day or so we wondered where we were ascending to, yet we soon forgot that in the luxury of the roads, which were of such good quality as to make hill-climbing almost imperceptible.

Well, on this day, towards noon, we perceived at last we were approaching the top of this long stretch, and meeting a native, asked him about the roads further on. His answer was the one calculated to make a bicyclist elated, and we were about to proceed when he stopped us, and, after turning our pedals around once or twice, said, "I gess yous boys had better not try ter ride down Jacob's hill, on them scissors-grinders." Of course we asked about the hill, and were informed that it was a mile further on, and was so steep and long that waggons had to go down with weights trailing behind, and that the gravel was put on with shingle nails to keep it in place! After assuring the man of our ability to coast any hill, we mounted and very soon reached the top.

After riding about half a mile along a level road, we came to a summit of a hill, which, although it seemed long, did not strike us as being too steep to coast.

Sitting well back, we threw our legs over the handles and started down the hill. At first we did not go at any great speed, but soon I felt my wheel start.

Bones, my friend, had just the same machine, in size and weight, as my own, and his weight was also about the same as myself, so that in coasting our machines run with about equal speed. On this occasion he was about a length in advance of me.

By the time we had descended a quarter of a mile our speed increased to such a rate that the telegraph poles appeared like a picket fence. I commenced to feel uneasy, and gradually put on my brake. Finding no perceptible difference in the speed, I cast my eyes on it and found that it was melted into liquid metal from the friction on the rubber. I was still intent on this when a cry from Bones diverted my attention. I now perceived that my tire was detaching itself in small pieces, and was being sent with terrific force against the back of my friend, who was directly in front of me. He was soon covered with rubber. The last piece of my tire had scarcely left the wheel when Bones' front wheel tire, parting in the centre, flew off. Being directly behind him, I rode right on to it, and, strange to relate, it fitted into my empty fellow exactly, and the cement

being hot, it stuck fast, so that now I commence to gain on Bones.

Suddenly my companion uttered a cry, which drew my attention down the road in front of us. About a mile down was an old woman crossing the road. Scarcely had the cry been uttered than we were there, just grazing the old lady by an eighth of an inch. I turned around slightly in my saddle, and looking back I perceived the female, now some miles up the road, turning rapidly round and round in the eddies of wind caused by our bodies in passing her.

As I have mentioned before, I was steadily gaining on Bones, owing to the loss of his tire, when, owing to the friction, the cones of his back wheel gave way, and gradually the wheel slipped out of the forks. Being lightened by this, my friend quickly drew ahead, and soon disappeared in the distance ahead of me. I soon passed his back wheel, which continued on its course, and shortly arrived at the bottom of the hill. Still coasting, I was carried up a very steep hill about a mile long before I could with safety return my feet to the pedals. It was here I was on the point of dismounting, when a voice further on attracted my attention. I therefore proceeded towards the direction of the sound, and found Bones, my friend, calmly smoking a cigarette, and regretting the loss of his back wheel and tire.

We were arguing over the ownership of the tire, when a slight noise drew our attention down the road: here we perceived the little wheel referred to roll up and fall on its side. On being examined, it was found perfectly sound, with the exception of the cones, which were speedily replaced with extra ones carried by us.

Strange to relate, with the exception of the loss of a tire, our machines were solid, and after a good rest we proceeded on our way, having introduced a rubber hose into Bones' fellos in place of his lost tire.

Now, if anybody could for an instant doubt this little experience of road-riding, I am prepared to show them the boots I wore on the occasion, and also the monkey wrench that we used on Bones' wheel, which ought to convince the most doubtful mind.

Toronto.

GEORGIUS.

The following note from the Overman Wheel Company hails the advent of a new bicycle: "The Victor bicycle, at which we have been grinding for three or four years, is now being made in our works, and will be on the market in full dress March 1. It will be made throughout of interchangeable machinery, and be in every way as good a bicycle as can be found in all England. We do not propose to save one cent in its making. We do propose that the advent of the Victor bicycle shall mark a new era in the bicycle business in the United States. This in more ways than one. In a general way, the machine will contain Bown's ball-bearings to both wheels and pedals, Warwick hollow rims, tangent spokes and compressed tires, and be finished in Harrington's enamel and nickel. Later on we will give you a bill of particulars as to all details."

The results of the Springfield tournament races were cabled to the *Cyclist*, London, England, at a cost to the proprietors solely of nearly \$150.

ART AND THE BICYCLE.

One remarkable feature of the career of the bicycle is the prominent place it has taken in connection with art. Illustrations of this are found in two interesting paintings in the fine exhibition of American art at this year's fair of the Massachusetts Charitable Mechanics' Association. One of these paintings is by Mr. Henry Sandham, who is known to our readers as one of the most startling of our artist contributors, and the other is by Mr. R. Donaho. Mr. Sandham's picture shows a merry party of cyclists speeding down the slope of a picturesque New England road. It is most effective in grouping, and illustrates a delightful phase of the pleasures of the wheel. Mr. Donaho's picture is called "The Start." It represents a street in what appears to be a small European town, probably French, with two bicyclers setting out on their day's journey. One is just under way and the other is mounting. This, too, is an excellent painting, both in subject and in treatment.

The bicycle was the occasion for the establishment of the first artistic magazine devoted to outdoor recreation, and our own pages testify to endless opportunities which it offers for illustrations of the most attractive kind. One is disposed to ask how it is that a mere machine should be honored with such artistic favor. The contrary has hitherto been the case with most mechanical inventions, and the bicycle, in itself, varies so little in form that the fact seems doubly remarkable.

No artist would think, for instance, of a threshing machine or a telephone as a subject for picturesque treatment. But a little reflection will show good reason why the cycle should be an exception. In the first place, the bicycle has added a new grace to human movement. The action of a rider of the wheel is so aerial, his flight so birdlike, that, although the bicycle is now as common upon our highways as carriages are, people almost invariably turn to enjoy the sight. The highest form of depictive art consists of the representation of the human figure. And the bicyclist, in the exercise of his sport, has largely enriched the field of study in this respect. His costume displays the figure to the best advantage, and affords a welcome relief to the prosaic character of modern everyday male attire. The well-trained wheelman in action cannot fail to please the artist eye. His poise is admirable, and his motion brings all the muscles gently into play. While the general effect of his movements varies little, there is, however, a constant change which affords a highly interesting study for those who, like artists, have trained themselves to observe subtle gradations of action. The environment, too, of life on the wheel is rich in variety, taking one at will among strong contrasts of life and scenery, spreading unceasing feasts of picturesque pleasures, food for fancy and thought, before the rider of the silent steed. For these reasons, artists themselves have been attracted to the pleasures of the bicycle and the tricycle as to no other form of outdoor recreation. By no other means are picturesque subjects so readily attainable, and therefore numbers of the best artists are enrolled among the wheelmen's fraternity.—*Outing*.

Springfield boasts of 700 riders; Hartford has 500.

Poetry.

THE BICYCLER IN WINTER.

At this cold, inclement season,
When all out-doors is freezin',
And wheelmen from emerging must abstain,
'Tis the custom of club members
To roost around the embers,
And gently toast the favorite chilblain.

Warmth and fellowship conduce
To anecdote effuse,
Humor, spice, and legendary lore,
As about the fire they sit,
And smoke, and chin, and spit,
And watch the dancing shadows on the floor.

'Tis then wild tales are told,
By the fresher members bold,
In regard to deeds of valor they have done;
Of the time they got the drop
On the hot-pursuing cop,
Or the way they yanked the acrobatic bur.

Meanwhile the men of years
Prick up their grizzled ears,
And absorb the shameless boasts of callow youth,
But when they get a show,
Back to boyhood's days they go,
And relate wild yarns quite destitute of truth.

They tell of feats of strength,
Brave adventures at great length,
And how they smacked the bully in the eye;
And how they robbed the orchard,
And the hen-producer tortured,
Or from the pantry plucked the coy mince pie.

And towards the evening's close
The entire gathering goes
To a snug resort which is not far away,
Where Welsh rabbits, chops, and tripe,
Q. on toast, reed birds and snipe,
Are concocted in a manner quite O.K.

Next spring, when earth is green,
These wheelmen will be seen
Dashing madly up and down the "riverside,"
Leaving Maud S. far behind,
As they skip by like the wind,
Thus humbling gentle Wm. H.'s pride.

S. F.—*Sunday Courier*.

AS OTHERS SEE US.

THE CANADIAN WHEELMAN opens the second volume under new management and with a new heading. The paper is bright, newsy and progressive. May success go with it!—*Bicycling World*.

The officials of the L.A.W. can learn a point in furnishing an official organ to L.A.W. members, by procuring a copy of that excellent gazette. THE CANADIAN WHEELMAN.—*Wheelmen's Gaz.*

THE CANADIAN WHEELMAN has come to life after a long sleep. Its rest seems to have done it a world of good, as a vast improvement is shown over its former issues. It tackles the question of "Professionalism" the first thing, and says, let us keep ourselves "above suspicion." That is just what every kept amateur is trying to do.—*Bicycling World*.

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NOTICE.—Wm. Payne has just received from Coventry two sample bicycles, 1885 pattern—one Apollo and one Traveller. He claims them to be superior to any previous imports in several respects.

NEW YORK SQUIBS.

BY REDNALLAC.

The wheelmen now in New York exceed 900.
It is said that Miss A. B. Huss will study for an artist soon.

Mr. R. F. Searls, New York, has a Champion. 2.49 has been made by him, indoors, which is equal to 2.40 on a trotting track.

Mr. Edwin Oliver, who was formerly connected with *The Wheel*, has accepted the position of bookkeeper for a bank in Montreal, Can.

It is thought that the October number of *The Wheelman's Gazette* contains the finest account of a race-meeting ever given in any cycling paper. Score one for Ducker.

Belva Lockwood said lately that when she was President she would have a wood-lock and bell (a) on the pedals of her tricycle, so that everybody would know her.

The road-race of the Ixion Bicycle Club promises to be a great success. As Pitman (a member of the club, and who holds the long-distance record for tricycles) will participate, a good time is looked for.

1st Old Gent.: "What's them?" 2nd O. G.: "Oh! them things is what's called a bicyclesple. They say when they want to kill a man, over in Canada, they put him on the thing, and of course he falls off and breaks his cocoanut."

Thos. Stevens, the traveller, told me he would leave for England in three or four months. He has now in course of preparation articles for *Outing* and the *Wheelman*, *Century* and *Scribner's*, which he calculates will pay all his expenses.

Mr. Fred. Jenkins, of this city, while riding on his Star, last month, fell and sprained his ankle. Singularly, last year, in the same month, he did the same thing. These two falls are the only serious ones he has ever experienced. The Star has proved a dear machine for the ex-Secretary.

The second meeting of the Ladies' Tricycle Club was held on October 20th. The meeting was called to order by the presiding officer, Mrs. F. G. Bourne, at 7 p.m. Several trying questions were to be decided. Miss Dale suggested that in future the members should wear their dresses below the ankles. Instantly voted down. Miss Huss moved that the members have a glass of lemonade after the tiresome argument. Amended by Miss Swain, who thought soda better. Amendment accepted. Then came the question of the evening, viz.: "Should shoes be worn with two or three buttons?" After a great deal of argument, the former was favored.

A great deal of discussion has taken place regarding the Ladies' Tricycle Club, the first of its kind in the world, so I shall state all facts connected with it as correctly as possible. It was formed about six months ago, and its primary object was "to encourage road-riding for ladies." There are fifteen members at present, with but two officers, viz.: President, Mrs. Fred. G. Bourne; Sec.-Treas., Miss Anna B. Huss. Mrs. Bourne's husband is Vice-Pres. of the Citizens' Club, while Miss Huss' brother is a member of the same organization. The first clause in the club's constitution is "*Veni, vidi, vici*"—road-riding. The uniform is not yet decided upon, as the members are divided upon the subject.

THROUGH GERMANY ON A BICYCLE.

NOTES OF THE DOINGS OF ONE OF THE TORONTO WANDERERS.

Notice has already been taken of the fact that a member of the Toronto Wanderers' Bicycle Club, Mr. S. H. Townsend, a Toronto architect, is on a bicycle tour in Europe. Mr. Townsend's letters are terribly tempting reading to wheelmen, as may be shown by the following notes relative to the doings of himself and his companions.

EXTRACTS FROM MR. TOWNSEND'S DIARY.

Spent the morning (Saturday, August 30th) in visiting the Kaisersaal Romer and the celebrated Frankfort fair, which was in full swing, and presented a novel and interesting appearance, consisting, as it does, of booths for the sale of every imaginable article from baby linen to treacle, including cutlery and all descriptions of hardware, then back to the hotel to dress and to dinner.

Sunday went to church at the English church in the morning, and in the afternoon went to see the Ariadneum, which impressed me very much.

Monday, Sept. 1, "Stadl" institution, where I was much interested in the paintings (the modern ones), and after dinner rode through Darmstadt and Elbstadt to Blenheim, reaching the latter place about 8, and created a considerable stir. There was a fete of some sort going on, and the natives evidently took us for some new feature in the performance.

Tuesday rode to Worms and saw the cathedral, a grand old Romanesque pile, rather spoiled by decoration. Dined at Worms, and then rode on to Heidelberg, at which place we arrived about 5.20 in a heavy wind-storm, which nearly carried us off our machines. In the evening we witnessed one of the most beautiful sights imaginable—the illumination of the valley. All the castles, hotels, and residences on the hills were illuminated with red and green lights, and the valley literally filled with fireworks set off from the bridges and from boats on the river.

Wednesday I went over to the Heidelberg Schloss. I left the guide and penetrated into one of the dungeons where the public were not supposed to go, and one of the officials coming along a few minutes later, and finding the door open, shut and locked it, and I was unable to get out for nearly two hours. After dinner had a glorious bath in the Neckar, and visited St. Paul's church and other places of interest. Heidelberg is, without exception, the prettiest place I have ever seen, and at the same time a very cheap place to live in.

Thursday rode to Speyer and Carlsruhe, stopping two or three hours at the former place to see the cathedral. The entrance to Carlsruhe is through a magnificent avenue about four miles long, over a road like a billiard-table, and on the other side of the footpath from the road there is a steam train-line. A train of cars entered the avenue at the same time as we did, and I thought I should like to test my speed against it, so I put on a spurt and succeeded in keeping even with the train the whole length of the avenue, a feat which considerably surprised the pedestrians in the neighborhood, who collected in groups all along the road to watch the race. Spent the morning in Carlsruhe, a very prettily laid-out place, with

very little of architectural interest, and then rode on to Stuttgart.

Monday, Sept. 8.—Walked out to a little village called Degarloch, where we had breakfast, and afterwards saw a grand review and sham fight by the German troops, and was surprised to see how little respect was paid to the interests of the peasantry. The troops marched or rode over the fields without paying the slightest attention to the damage they were doing to the crops. One instance in particular I noticed, where a detachment of four or five guns took up their position in a field of cabbages and destroyed nearly an acre of the crop. In the afternoon we visited Rosenstein and Wilhelma, the seats of the king, at both of which places there are some very fine pictures, and the grounds of the latter place are simply beautiful.

The next morning we rode on towards Frue-denstadt, and reached a little village with a very long name, Pfalrafenweiler, about six o'clock, and put up there for the night. During the evening several of the villagers sent to the hotel to ask if we would be kind enough to say what hour in the morning we intended to start out, and the next morning when we mounted our machines there were between two and three hundred people collected to see us ride off, who lined both sides of the road and saluted us as we passed.

Reached Fruedenstadt about ten o'clock Wednesday, and then rode through the valley of the Murz as far as Appenheims, where we stopped for dinner. We then rode on to Gernsbach, and then over the mountains to Baden, a feat of which Strad, my companion, is very proud, as it is the longest and steepest hill he ever climbed, consisting of a long, winding hill, about three miles long, with a surface like concrete. When we reached the top I put my legs over the handles and did not take them down until I reached Baden, a distance of four or five miles. The scenery through the valley of the Murz is decidedly the grandest I have yet seen, and in many respects reminds me of that in the northern part of Canada.—*Toronto Mail*.

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ENGLAND ON WHEELS.

P AND DOWN THE ISLAND ON BICYCLES AND TRICYCLES.—HOW TRADESMEN AND HOLIDAY-MAKERS UTILIZE "THE MACHINE."

English Letter in Philadelphia Press.

Canterbury, Oct. 6.—All the world's a wheel, and men and women merely wheelers; that is, to drop simile, all good English people are cyclists, from royalty down, if, as American papers assert, the Prince of Wales is an expert bicyclist. In London, the foot-passenger, after he has successfully dodged an omnibus or a hansom on High Holborn or the Strand, must keep a sharp lookout for the two-wheelers, rotaries, kangaroos, faciles, extraordinaires, and the innumerable other cycling machines, which almost run over him before their riders ring their bells in warning.

Anyone who gets up early enough can see the workman going to his work on an old bicycle which, probably, has changed hands as often as a second-hand coat, and was bought by its present owner for a few pounds; or else the milkman, who, with jingling cans, goes his rounds on a tricycle, heralding his coming by the unearthly

cry known only to the brotherhood. At 9 A.M., or thereabouts, the streets begin to fill with flocks of young clerks riding, or wabbling, Americans would say could they see them, to their offices. Next come the more sedate of the profession, pedaling on sociables, and carrying the mysterious black valise, which is to a certain class of Londoners what a green bag is to Philadelphia lawyers. Then there is a lull, interrupted by the arrival of the butterfly brigade, or the gaily-attired cyclers, who wear jockey caps and striped coats, and sometimes have rackets strapped to their backs, and who are going to tennis or cricket matches. On Saturday, about 1 o'clock, if there is a half holiday, the procession returns from the city in the same order.

TRADE ON WHEELS.

And about that hour every day but Sundays come the newspaper agents with their afternoon editions, wheeling frantically up the street, throwing off bundles to small boys waiting at convenient corners, and who are raced by 'Arry and his 'Arriet, who 'ire a machine for their 'oliday houting; or else by the sausage man, who is by far the superior of his Philadelphia brother, and whose red tricycle, with its basket front full of sausages, can, at a distance, hardly be distinguished from that of his newspaper rival. Their races are sometimes fine, but the noise is awful, for the crashing of their chains can be heard above the rattling of omnibuses and hansoms. Late in the afternoon there is a more solemn and orderly detachment, composed of the members of clubs going out for a run, and tea at Kew or Richmond or Epping Forest. They are all in so-called uniform, that is, each man wears what suits him best so long as he makes his costume conspicuous.

In the cool of the evening, novices and the timid and modest come forth, and in the quieter streets and squares wheel gently to and fro. They make little stir, save when they try to run down an inoffensive old lady or one of the numerous infant gymnasts with whom London does so abound. Still later, when the twilight has faded and the stars are out, there is a sound of twinkling bells on Oxford street, and many lights like bright fire-flies flit down the broad thoroughfare. The pleasure-seekers are returning. And thus ends the day's cycling in the city.

(To be continued.)

:o:

OUR ENGLISH VISITORS.

We have nothing but words of praise and congratulation for them. They crossed the ocean at our invitation to contend with us for the mastery in the greatest tournament of the wheel ever instituted. We hoped to show ourselves their superiors in muscle and training, and we should have done so, if they had not defeated us. That is plain, and that is all there is about it. Some of the spectators at the races were disappointed at some of the results. This was natural, but throughout the whole programme there was nothing unfair or dishonest. Our English friends were gentlemen. We are glad that they carried off a fair share of the prizes. As we think of it now, we should have been rather sorry if they had not done so. We are certain that they will carry home with their

trophies a kindly feeling towards us, and a determination to come again and bring more of their friends. Howell, Sellers, Leeming, Chambers, Illiston, Gaskell and James are men whom we shall remember with pleasure, and we shall watch their future successes, as related in the English cycling papers, with renewed interest. That they should carry home from our American tracks a new record is something we can be proud of even if we were defeated. You see we are determined to make the best of the situation, any way. The English riders were fairly entitled to all the credit they won, and it is a satisfaction even to have been outridden by such men.—*Wheelman's Gazette*.

:o:

Literary Notes.

The November number of *Outing* brings the magazine into new prominence in the added space given to yachting matters. This form of out-door pleasure is represented, in several articles of unusual interest, by a full record of nautical events, and by the "Yachtsman's Song," words and music by L. F. Abbott. "A Winter's Cruise in a Cat-boat," by J. H. S., is a practical paper, timely and entertaining. "A Memorable Voyage" is a sea-sketch of great interest, by Frank H. Converse. "A Scamper in the Nor'-West," by J. A. Fraser, profusely illustrated by the author, is the leading article, and gives the reader some fascinating glimpses of the shores of the "big sea-water" of Superior. Mr. Fraser succeeded in obtaining a sketch of the interior of the old church of St. Joseph's on Madeline Island. This has never before been permitted by the Franciscan friars, and the readers of *Outing* have a treat in this picture and that of the quaint old altar-vessels. Another capital illustrated paper is "Wheeling Among the Aztecs," by Sylvester Baxter. This gives some delightful glimpses of the ancient city of Mexico and the pleasant environs that tempt the wheelman to his steed. It is a clever article, with the rush of progress in it, and the echo of the railway train that has lately reached the city of the Aztecs. "Ride!" is a ringing wheel story in verse, by President Bates. "About Tennis," by R. B. Metcalf, gives some useful hints upon this popular game. A charming sketch, "Maud," and a story, "Stolen—a Bicycle," are among the other attractions of this number. The editorial department discusses "Art and the Bicycle," and "Physical Education in College," among other topics of the hour; and the "Amenities" department has a laughable fishing sketch, "An Eel." The records supplement a dashing description of the Hartford and Springfield meets, by Mr. F. C. Penfield. The price of *Outing* together with THE CANADIAN WHEELMAN is \$2.25 per annum.

"WHEEL SONGS," by S. Conant Foster, has received a great many deserved press notices. As stated in these columns before, it is a quarto volume of 80 pages, bound in pale blue cloth, with ornamental bicycling design in white and gold, containing sentimental and humorous poems of bicycling, with nearly fifty illustrations, and is for sale by the publishers, White, Stokes & Allen, No. 182 Fifth Avenue, New York. Price \$1.75, postpaid.

With the Clubs.

THE WANDERERS' ENTERTAINMENT.

The second annual entertainment and "at-home" of the Wanderers' Club of Toronto was held in the Granite Rink on the 13th October. The affair was an immense success, the large rink being crowded to its utmost capacity. The performance opened with a club parade and drill by sixteen members in uniform. Club-swinging, horizontal bar-performing, and a tug-of-war on bicycles made up the first part of the programme. The "tug" was very exciting. Two couples, mounted on their wheels, with handles caught, were placed opposite each other and facing opposite ways, ropes being attached to the back bones. Now, the object of the "pull" was, on the word being given the couple which could pull the opposite couple over would be declared the winner. Messrs. Orr and Duff won the "tug" in two straight heats from Messrs. Capon and Rogers.

In the second part, W. G. Hurst, the Wanderers' fancy man, gave his wonderful exhibition, riding on one wheel around the rink with apparently as much ease as on the two. There are very few tricks which Canary performs that Mr. Hurst cannot do. He handles his wheel with great agility and surprising easiness. Unfortunately, Mr. Hurst broke a fork when scarcely half through, to the disappointment of himself and the audience, who tendered him round after round of applause.

Next followed the "Club Eight," who gave an exhibition which would be hard to excel. The names of the riders were: Orr (captain), Duff, Fitzgerald, Riggs, Rogers, Hara, Capon and Hurst. They executed some seventy difficult movements, with a whistle signal, and without an error, wheeling in eights, with handles caught, arms extended, and stopping all abreast. The pivot wheeling was especially good. One of the features of the drill was the building of pyramids. The eight stopped in the centre of the rink with handles caught: at a given signal four of the number sprang upon their saddles and extended arms across the heads of the sitting members who held the eight wheels. Similar movements were done in fours, riding and standing.

After the entertainment the floor was cleared, and dancing was kept up till an early hour.

GEORGIUS.

THE OTTAWA RACES

I have delayed sending you an account of the parade and races because they were very damp affairs, and I hoped they might dry up in retrospect, and seem a brighter theme for scribbling. The evil persistency of the weather has, however, kept in muddy remembrance its particularly nasty behaviour on the 24th Sept. last, the occasion of the parade and races.

Early in the morning of the 24th, the Toronto and Carleton Place tourists arrived to see shadowy forms of knee-breeched locals flitting about in a cold, drizzling rain, and looking, it must be confessed, not unlike chickens hatched out of season. After breakfast, things assumed a

healthier aspect. It stopped raining, and at 11.30 A.M. a parade was held on the only dry spot in the city—the City Park.

The following was the order of parade:

The Toronto Club, 10 men; Carleton Place, 4 men; Montreal, represented by Mr. Hill on a "Kangaroo;" and the Ottawa Club, 14 men. Captain Jenkins, of "Ours," was in command, and Sec'y Hawley, of "Ours," acted as whipper-in. The graceful riding of the Toronto Club was much admired, their wheeling four deep being particularly fine. After an hour's wheeling, the Exhibition Grounds, where lunch was in readiness, assumed a somewhat Canaan-like character, and how to get there, over inundated roadways, became a question of absorbing interest. The self-preservation instincts of the riders suggested something that would float with sufficient buoyancy to carry the crowd. After due search, a steamboat was found that seemed to fulfil these conditions, and the hungry cyclists were soon steaming up the canal in the "milk-and-honey" direction. On reaching the Exhibition Grounds, an attack was made on the lunch tent with that impetuous fearlessness of consequences that has made the bicycle-man dreaded by improvident victuallers. Here, however, they found a foe man worthy of their steel, and the struggle was a fierce one until 2 P.M., when the referee called time. All bets off, owing to the number of *fouls* on both sides.

At 3 P.M. the races were started, with results as follows:

One Mile—Open to all amateurs. Won by H. Roy, O.B.C.

One Mile—Open to all except those having a record of 3m. 40s., or better. Won by H. Ryrie, F.B.C.

Three Miles—Open to all amateurs. Won by W. S. Odell, O.B.C.

The recent rainfalls had made the track, never a good one, almost unrideable, consequently the races (?) were tests of endurance and skill in rough riding rather than of speed. Indeed, I doubt if cyclists were ever asked to race on a worse track. No language can do justice to its muddy terrors. The contestants were started opposite the grand stand, and were almost immediately lost sight of. If they turned up again during the afternoon, it was called "a lap;" and the man who survived two or three such "laps" was as enthusiastically welcomed by his relatives and friends as if just returned from Egypt or the North Pole. The spectators enjoyed the headers in the same spirit that the boys enjoyed pelting the frogs. Great fun for the boys; but—

At 5.30 P.M. the wheelmen returned to the city, and were "dined" by the local club, after which they repaired, by special invitation to the residence of W. Fraser, Esq., to find "tripping the light fantastic" particularly pleasant after the heavy fantastic tripping operations of the afternoon.

The Carleton Place men left at midnight, generously expressing themselves as well pleased with the day. The Torontos left by train next morning. They proved genial comrades, and we were sorry to part company.

In conclusion, I wish to explain that the races were not our own affair. They were gotten up by the Exhibition Committee, who, at a late moment, put the management into our hands as

the proper parties to see them through. The O.B.C. will not hold its first race-meeting until it can control a cinder-path and a weather prophet.

AN OTTAWA BI.

HALIFAX, N.S.

The Wanderers' A. C. sports were held at Halifax, N.S., on September 27th, the following bicycle races being on the programme:

One mile race: best two in three heats—The entries in the first heat were F. Hillis, H. Temple, and W. J. Wallace. Hillis came in first, with Wallace a good second.

The entries in the second heat were H. H. Bell, A. Cogswell, and L. J. Fuller, Cogswell finishing first, H. H. Bell second.

The final heat between Cogswell and Hillis was an exciting race, and was won by Hillis in 3m. 44s.

The slow race was captured by Guy Stayner.

The one mile dash was well contested, W. H. Rennie winning in 3m. 28s.; E. G. Stayner 2nd.

Previous to the races, the sports were opened with a drill by the local club under the command of Capt. W. M. Black.

IMPORTANT TO "INFANTS."

John Cornforth, Pope street, Birmingham, manufacturer, sued Herbert O. Duncon, of the Common, West Drayton, professional bicyclist, to recover £21 16s., being £16 16s., the price of a bicycle, and £5 money lent. The judge had the assistance of a jury in trying the case.—The defence was that the defendant was an infant at the time the debts were contracted, his age at that period being only nineteen. The facts of the case admitted by the defendant were, that in February, 1882, he purchased a sixteen-guinea bicycle from the plaintiff, subsequently borrowed £5 from him, and had paid nothing whatever in return. Mr. Tanner withdrew the claim for the £5, which he could not legally support, and the question for the Court to consider was whether a bicycle was or was not a necessary. The counsel for the defence held that, being a professional bicyclist, defendant obtained the machine for the purpose of carrying on his vocation, and the amount could not therefore be recovered. The evidence, however, tended to show that defendant had described himself at the time of the purchase as an amateur bicyclist. He was at the time a clerk to a stockbroker, and said he wanted the machine to ride to and from his business. His father was a retired dealer. The jury found that, having regard to the defendant's position in life, a bicycle was a proper and suitable article for him to have, and therefore a "necessary;" and secondly, that he was not a professional bicyclist. Upon this finding, the judge entered a verdict for the plaintiff for 16 guineas and costs on the higher scale.—*Birmingham News*.

Mr. J. B. Dignam, formerly connected with THE WHEELMAN, has taken the road for A. E. Pavey & Co., of this city.

All the world's a wheel, and men and women merely wheelers.

Wheel Tracks.

Professor Sewell, late of the Armaindo-Sewell Combination, has joined hands with the Selbinis.

W. M. Black, Capt. of the Halifax Club, has just returned from an extended trip in New York.

Westbrook, of Brantford, is racing down South under the *nom de plume* of "Patterson," of Toronto.

Mr. H. S. Tibbs, President of the C.W.A., has been elected an officer of one of the Montreal Snow Shoe Clubs.

C. F. Lavender, of the Toronto Bicycle Club, has almost entirely recovered from his accident at the Buffalo races in August last.

The name of Perry Doolittle, of the Toronto Bicycle Club, will figure in "X.M. Miles on a Bi." as one of the few who have ridden one thousand miles.

Clarence Smith and Miss Rouchelle, Detroit's fancy riders, are about to join the Girard-Vokes Combination. D. J. Canary is a member of the same troupe.

Mr. A. F. Webster, captain of Toronto Bicycle Club, who was judge at the Buffalo races, says the Buffalo boys treated the Toronto bicyclists with great kindness.

Nelson R. Butcher, of the Toronto Bicycle Club, is a frequent visitor to London. He was up about two weeks ago, attending the assizes as official stenographer.

An English physician thinks that bicycling may prove injurious if the fashion of small saddles and large wheels, involving so much pressure on the perineum, be persisted in.

Miss Florence Fuller, of the Dearborn Cycling Club, Chicago, has a record of over 1,000 miles on her tricycle. She expects to reach 2,000 before the snow flies.

The Toronto Bicycle Club, at a recent meeting, passed a vote of thanks to the members of the Ottawa Bicycle Club and the Provincial Exhibition Committee for their kindness during the club's visit in Ottawa.

Three Hamilton bicyclists, O. E. Richardson, Henry Albin, and S. Blumensteil, lately started a private gymnasium there to make up for the absence of a public one. They have twenty or more co-members already.

C. B. Keenleyside and Co. is the name of a new firm in Winnipeg who purpose handling bicycles. The members of the firm are C. B. Keenleyside, who has always figured prominently among cyclists, and A. J. Darch, both Londoners.

The Bergens Bicycle Club, of Norway, has been organized, and has attained a membership of thirty. The following from their constitution will doubtless be read with interest: "Overordentlig Generalforsamling sammenkaltes naar mindst en Trediedel af Clubbens aktive Medlemmer skriftlig derom anmode Bestyrelsen eller af denne naar saadant er fornødent. Overordentlige Generalforsamlinger og de til disse foreliggende Sager maa senest 3 Dage forud kundgjøres i mindst 2 af Byens Aviser."

Mr. George D. Gideon, of Philadelphia, has resigned the chairmanship of the League of American Wheelmen Racing Board, and Mr. Abbott Bassett, editor of the Boston *Bicycling World*, has consented to take his place.

It is stated that it was not the fall that caused Lavender to break his arm so badly at the Buffalo races. He fell on his right side, scraping the skin of his elbow and thigh. The left arm was broken by being caught in the gear of the "Star" machine that Barross had been riding.

Mr. S. H. Townsend, of the Wanderers' Club of Toronto, who has been touring in Europe during the past season, is expected to arrive home in a few weeks. In another column an account of part of his tour is published, and we hope to publish more articles of the same description after his return.

Probably the most select wheel club in the United States is the Dearborn Cycling Club of Chicago. This club was organized last June with a charter membership of 21, with three ladies, one minister, and three doctors. No person under 25 is eligible to membership, and the primary object of the club is road-riding.

It will be learned with regret that George D. Cameron, the genial President of the Ariel Touring Club, has been compelled to give up bicycling on account of the amount of work thrown upon him by the serious illness of his father, due to an accident on the railroad which occurred about two months ago, he being run over while standing on the track.

Mr. Wm. Hurst, the champion fancy rider of Canada, has been astonishing everybody by his agility on the wheel. He has won in competitions thirty-six first prizes, and has never been beaten in any of his competitions. Although offered several good salaries to travel, he still sticks to the amateur line. He is a member of the Wanderers' Club of Toronto.

The cycling season in New Zealand commences in September and terminates in May, so that there are nine months out of the twelve to devote to the pastime, although in some of the northern districts riders can stride their machines nearly all the year round; thus the season with them is, so to speak, perpetual. It is estimated that there are at least one thousand bicyclists in the colony.

Major Knox Holmes, *etat* 77, says the London *Truth* of Oct. 9, recently rode, mounted on a tricycle, a ten-hour match against G. L. Hillier, ex-champion bicyclist, "weight for age," Hillier allowing the Major one mile start for each year of the difference between their ages. As the ex-champion is only 28, he had to concede his opponent 49 miles, which, as it turned out, he was totally unable to do, although he bestrode a two-wheel instead of a three-wheel steed. Major Holmes did not stop until he had covered 74 miles, and then only for five minutes, while Hillier, at 56 miles, for which he beat the previous best time, took nearly half an hour's rest. Neither stopped again until the task was completed, the score at the conclusion of the ten hours being: Knox Holmes, 115 miles 260 yards; Hillier, 146 miles 250 yards.

St. Louis, Mo., riders have been classed as dudes, semi-dudes, and "toughs." The former are perfect in make-up, and all of them own full-nickel machines, but they are never seen beyond city limits. The middle class generally have good intentions, but lack confidence in their power of endurance, hence confine their riding to runs of a few miles only. The "toughs" are found on the road every Sunday and holiday, and preserve the credit of the wheel as a coverer of distance.

Geo. M. Hendee had a try at the one mile bicycle world's record of 2.39, on Hampden Park track, October 16th. It was very cold, breezy and cloudy. Hendee rode the first quarter in 38 1-5s., the half in 1m. 20s., three-quarters in 1m. 59s., and the mile in 2m. 42 4-5s. When Prince did 2.39 on this track the fractional times were 40 2-5, 1 21 and 1.59 2-5. When Sellers did 2.39 at Hartford the times were 40 1-4, 1.20 and 2.1 1-4. With fair weather, and in a race with a fast man, Hendee has proved himself able to do 2m. 39s. The quarter in 38 1-5 is now the best on record in the world by 4-5s.

Mr. R. N. Robbins and Mr. E. W. Farwell, of Sherbrooke, Que., made a good record during September, having ridden their bicycles from Sherbrooke to Boston, a distance of 285 miles, in 47 hours and 50 minutes of actual travel. They were nine days on the trip, were obliged to walk a great deal, and were detained once or twice by heavy rains and by a slight lameness which Mr. Robbins accidentally received. But they reached Boston in good condition and with pleasant remembrances of courtesy which they received from cyclers whom they met *en route*. They went by way of Lake Willoughby, Franconia and Concord, enjoying the company for several miles, once of Mr. Putman, of the Concord Club, and once of Messrs. Sherriff and Temple, of the Manchester Bicycle Club.

The bicycle race between Patterson, of Toronto, Canada, and Johnson, of St. Joe, Mo., mile heats, best three in five, for \$500 a side, took place Oct. 26, at Athletic Park, in the presence of a large crowd. The track was heavy. The first heat was won by Patterson by three lengths. Time, 4.03. Toward the finish of the second heat Johnson's saddle slipped and he was thrown to the ground, severely injuring one arm, which he claims is broken. He says his saddle was cut or tampered with by some one. Others say that he threw himself from the bicycle because he saw he was going to be beaten. Referee Ellis, of Kansas City, declared the race off. Nevertheless, the purse of \$1,000 was paid to Patterson. Outside bets to the amount of \$2,500 were made, and the stakeholders refused to give up the money. The result was that a free fight came very nearly taking place.—*Exchange*. [Patterson, mentioned in this paragraph, is none other than Fred Westbrook, and Johnson is the professional T.W. Eck. Ed. C. W.]

Bicyclers as a class are a set of men who do not indulge in the glass. But a typo who had imbibed too much says that the world on wheels has the following appearance: "Ii sshhooull'dd tthhiinnkk tthhee mmaann wwhhoo sseett tthhiss. wwaass aa ddaammppphhoool oorr hhaadd bbeenn ddrönnnkinnngg."

While speaking of the Capital Club, it brings to mind a proposed trip of theirs that is fully in keeping with their fame of able management in all things undertaken. They have under consideration a proposition to secure a special Pullman and baggage car, fill the former with wheelmen and the latter with their wheels and baggage, and then on to the World's Exhibition at New Orleans, where the cars will be sidetracked and used as a hotel during their stay there. It is thought the whole cost to each participant will be about \$35 for the round trip, exclusive of meals and extras. If they will only, with their usual generosity, open the doors to some of us outsiders, we will be but too glad to travel in so good a company at so small a cost, as it will be one of the few instances in cycling where a good thing will be had for a cheap figure. Make it in January or February, my dear Caps., and let us in, won't you?—"The Owl" in *The Wheel*.

Does not this item, clipped from the *Omaha Republican*, sound very much like the description of a well-known Canadian flyer? We leave it to our readers to judge:—"In the mile race (first heat), Runcie, of Omaha, and Patterson, of Toronto, Canada, were the starters. This was Patterson's first appearance, and it was plainly to be seen that he was no ordinary wheelman. He was dressed in tight-fitting pumps and loose-fitting silk waist of blue silk. He sat his machine like one who was 'born in the saddle.' For the first quarter of a mile and for the first half of the next he dogged Runcie, keeping close on his heels, but in the latter half he took a gait that showed his mettle, running away from his adversary with perfect ease, taking the heat in 3.58. Patterson is by all odds the finest bicyclist ever seen in this part of the country. Although a mere lad, he possesses a fine muscular development, and the grace and staying powers of a perfect athlete. He rides a fine nickel-plated machine of English make, the weight of which is only 22 lbs.; a man can easily lift it with one hand. Out of the eight events on the programme Patterson won six—every one in which he was entered."

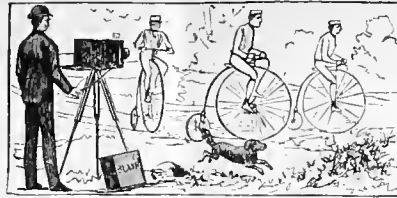
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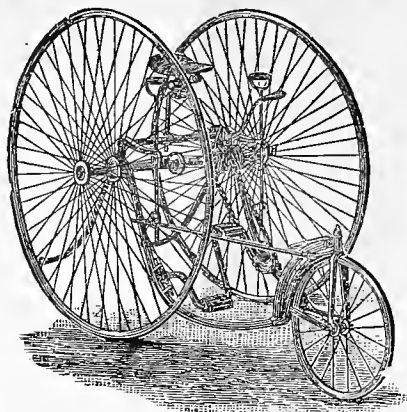
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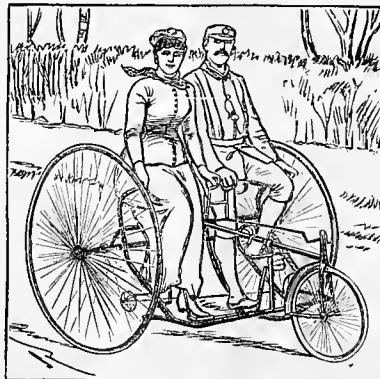
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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. II.

LONDON, CANADA, DECEMBER, 1884.

No. 3.

THE VICTOR TRICYCLE.

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—ALL—

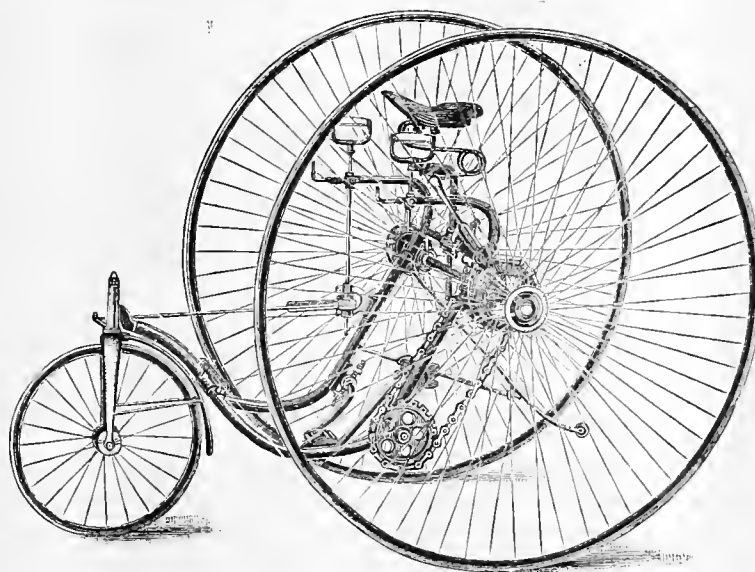
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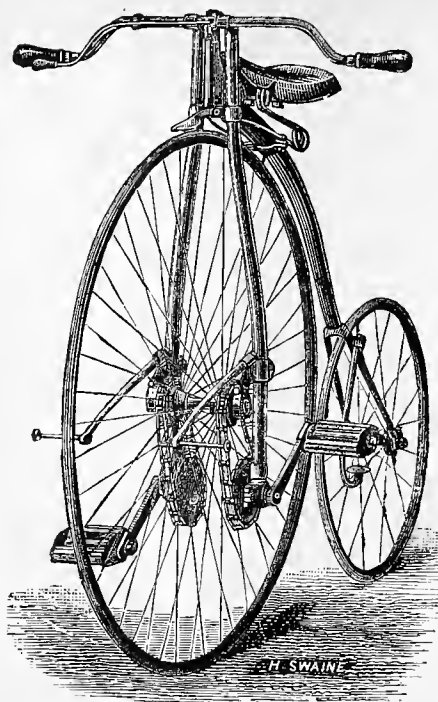
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The Canadian Wheelman:

A JOURNAL OF CYCLING

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED ON THE 10TH OF EVERY MONTH BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - - \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. TIER, Montreal, *Associate Editor*.
W. G. EAKINS, Toronto, *Associate Editor*.
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All communications of a literary character should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company.

JAS. S. BRIERLEY,
St. Thomas, Ont.

ABOUT CLUBS.

The wheelman who has, at some time in his wheeling career, been unfortunate enough to incur the enmity of a hot-headed farmer by inadvertently frightening his horses, will naturally dismiss this article with a hasty perusal of the headline. He will murmur to himself that no one need attempt to teach him anything about "clubs." He will recall divers maledictions and threats which have fallen upon his startled ear, and in which allusions to "clubs" have been fearfully frequent. He will not forget his hasty withdrawal from the scene of the discussion.

But there are "clubs" and clubs. It is of the latter we speak. This is an age of clubs. The rudimentary article consists of the banding together of a number of individuals for a given purpose. No matter what the object to be attained, the union which gives strength has become, in almost every case, the first consideration with those who find themselves at one in the pursuit of that object. This is especially so with regard to sport. He is a poor man who cannot better enjoy himself in his recreation by reason of the companionship of others. Apart from this, the material advantages which are to be derived from a combination of resources, even for purposes of amusement, are many, and need not be mentioned. It is not to be wondered at, then, that the devotees of the different sports should form little *coteries*, wherever it is practicable, for the better enjoyment and further advancement of their respective amusements. The unaccountable affinity which wheelmen seem to bear for each other has made the "bicycle club" an institution of every city, town and village where more than two or three riders are "gathered together." The wheelman does not like the lacrosse-player, absolutely require others to assist him in indulging in his favorite pastime, but he enjoys himself better with them.

It should be the object of every "bicycle club" to keep alive and stirring all the year round. This is comparatively easy in the larger places where the membership is large, and there is consequently no lack of funds. But even in places where the roll does not show more than a dozen names

wonders can be accomplished. With one or two energetic officers and an enthusiastic *corps* much may be done in the way of putting such institutions on a permanent basis. No better example can be found in Canada of what push and determination will do than the history of the Newcastle club. It is small but vigorous, and has already made itself a name. The most important step at the outset, we believe, is the establishment of a club-room. The beginning need only be very modest, but it is the first step towards permanency. It gives a club a basis upon which to work. The uses of such a room need not be enlarged on. The second step should be in the direction of a track. This is a most necessary and often very difficult move. There are few towns, however, without driving-parks, and it should not be a hard matter to make terms with the owners for the construction of, at least, an inner clay track. This would be better than none. Where there are clubs devoted to other sports, the most sensible plan is the formation of Athletic Associations for the purpose of maintaining grounds suitable for all. This plan has worked most successfully in Woodstock, where a bicycle club of upwards of forty members now has a \$1000 track. It is being generally adopted throughout the country.

There are many other matters which are of the utmost importance to the welfare and prosperity of clubs, but those mentioned above are primarily so. With a track, there is some object in existence—something to work for. With a club-room, there is the opportunity to keep the club alive during the winter, and to strengthen the membership. Other advantages will follow.

A question of vital importance to all cyclists, and one which should be fully considered, is now being agitated to a large extent by a number of leading journals, and the question is, the danger in riding bicycles and tri-cycles. In another column appears a very interesting article on "Saddles," copied from the *Wheel World*, which should be carefully read, as the facts contained therein go a great way to show that the subject is no myth, and that it should receive immediate attention. Of course, there are two opinions on the matter, Dr. Strahan, of the *Lancet*, having taken up the cry against bicycling, the *Scientific American* also supporting the same idea, but the *Lancet* has admitted that their correspondent overstates the danger. Dr. Piper, an eminent physician of Chicago, also deals with the subject from experience, and finds that "the effect of bicycling is beneficial in the highest degree," he having ridden 1200 miles in one year. With theory on one side, and practical experience on the other, the chances are greatly in favor of bicycle riding, but any further information that will lead to the adoption of a proper saddle will be received with pleasure.

He was the bugler of the club, a fact which could easily be noticed, as his bugle hung carelessly by his side. He was gliding smoothly and noiselessly along, and having forgotten everything, his thoughts went back to that charming girl in the central telephone office, when accidentally his automatic bell rang, and on the spur of the moment he placed the bugle to his ear and shouted, "Hullo, there!"

EDITORIAL NOTES

The Wheel comes to us in a new dress now, and looks much improved.

The Wheel World (London, Eng.) for November contains a portrait of Sanders Sellers, the world's champion.

Something should be done to awaken a greater interest in bicycling among ladies in Canada, as it is very popular both in Great Britain and the United States, and ought to prove so here.

Is it not a strange fact that Montreal, with its large number of wheelmen, only has one large and successful club, while in other cities, when a club grows to any size, there is a division on some minor subject, and then a new club springs up.

"*Wheel Life*, the Cyclists' Society Paper," is the latest addition to cycling literature in England. It is exceedingly interesting, as, outside of cycling, it contains columns devoted to the ladies, the theatre, turf news, etc., and ought to prove a success.

Already the various clubs seem to be preparing for the winter amusement with a greater vim than during past seasons. One club, in particular, whose members are rapidly developing dramatic talent, are having a play written, to be presented during the coming season.

The responsibility for the expense of publication of THE WHEELMAN has been assumed by a few devotees of the sport in the Dominion, who trust that they will be supported by the great body of Canadian wheelmen, and that the subscriptions of those who desire to see the paper a success will not be delayed.

We acknowledge, with pleasure, an invitation from the Citizens' Bicycle Club, New York, to attend their "house-warming," on Wednesday evening, Dec. 3rd; but, unfortunately, as THE WHEELMAN does not provide for any of its staff attending a reception, especially at such a distance, we must be content with reading about it.

Very few clubs in America can boast of being possessors of their own club-houses, the Citizens' Bicycle Club of New York and Ramblers' Club of St. Louis being two of the lucky organizations. The only Canadian representative is the Montreal Club, one of the oldest in America, whose building, built and owned in part by the Amateur Athletic Association, cost \$28,000.

The suggestion of the Secretary-Treasurer of the C.W.A., that the badges of the Association should be sold by the manufacturers direct to members, instead of the Secretary of the Association being the only one from whom they may be obtained, is one that we think should be adopted. The Secretary has his hands full of other duties; and, besides, the badges would certainly come into more general use if their sale were actively pushed by the manufacturers than by the present method.

The several items which appeared in the Oct. issue of THE WHEELMAN have given rise to the idea that Clarke now holds the championship of Canada; but such is not the case, although he holds the record. At the time of his phenomenal success upon the cinder, the one mile champion, Lavender, was laid up with a broken

arm, and necessarily could not participate in the races. It is stated by knowing ones that Lavander has never made his best time, not having been pushed, so that, although great credit should be given Clarke, he has yet to beat Lavander to be the Canadian one mile champion.

The formation a third wheel club in Toronto shows that the tendency in large clubs to disintegrate is almost irresistible. The larger a club the more difficult it is to handle successfully. As the strength of the different elements which compose it increases, so does the difficulty of moulding them into one harmonious whole, and sooner or later there comes a "split." There is nothing to be regretted about this, however. Small clubs, composed of men of kindred ideas, of men who like association with each other, are better calculated to advance the cause of wheeling than a large, incongruous body, supposed to be acting as one, but in reality made up of sections repulsive rather than attractive to each other.

:o:

NEW YORK SQUIBS.

BY REDNELLAC.

News at present is, indeed, a scarce article. Trade is dull, with but little prospect of brighter times.

Mr. Frank A. Egan, a member of the Ixion Club, has not yet sailed for New Orleans, as currently reported. He intends to do so soon, however.

Buffalo is the choice of most wheelmen for the next annual L. A. W. meet. As it is centrally located, and the home of Secretary Alley, no decided objections can be offered against it; besides, the beautiful and rideable streets of the city put forth their claims.

The New York, Lake Erie and Western Railway have issued a circular declaring their intention of carrying bicycles free, if the machine is properly taken care of by the rider. As this road has never before offered any inducements to wheelmen, it is considered a great boon.

The New York Club occupy a mean-looking house on Seventh avenue, over a grocery store. As far as I can learn, it is not frequented by any of the members, who, when by chance they happen to take a look in, go upon the roof and gaze in awe at the magnificent-looking structure of the Citizens.

A great lot of talk is heard around now respecting the political strength of the L. A. W. Now, what I would like to know is, what has ever been accomplished by them in New York State? Bicyclers have not made any conquests excepting the Park, with restricted privileges. This was obtained by Mr. F. G. Bourne, of the Citizens' Club, without the help of the League in any way.

On Thanksgiving day, Mr. Geo. R. Bidwell's bicycle shop shut up of course as on any other holiday. While Mr. Bidwell was enjoying his annual dinner, flames caught the building and destroyed all the machines in the place, about one hundred in number, also the personal effects of the owner. Among the wheels burned were those of all who had unfortunately left them to

be repaired or cleaned. The fire is said to have started from one of the lockers, in which oil was contained. All sympathize with the young man, though it is generally understood that the place was almost entirely insured. The report that Mr. Bidwell intended taking poison when he heard of the affair is untrue.

The long-expected house-warming of the Citizens' Club came off on the evening of Dec. 3rd, at their new club-house, 313 West Fifty-eighth street. A good many members from outside the city limits attended, and expressed themselves thoroughly satisfied. Among the notable people present were Col. Albert A. Pope, Charles E. Pratt, and most of the small dealers. The club members were out in force. The building was extensively decorated with American flags, and looked as if it were attired for a holiday. In the corner stood Dr. Beckwith's 62-inch machine, and a 36-inch Kangaroo. The latter appeared to be about half the height of the first-named, and received a good deal of attention. At 8 p.m. there were about 400 people in attendance, which filled up the place uncomfortably, and caused many to find relief in the gallery. The events in the musical line were, vocal quartette, by members of the Citizens' Bi. Club, as follows: Edwin Oliver, A. Livingston, W. B. Krug, and G. M. Huss; solo, by Fred. G. Bourne; string quartette—quintette, Messrs. Oliver, Livingston, Huss, Krug, and Bourne; vocal quartette—solo, by Geo. M. Huss; string trio—violinello solo—solo, by Fred. G. Bourne; and vocal quartette. They were all well received, especially so Mr. Bourne, who is a fine singer. The recitations by Mr. James S. Burdette were very comical, and kept the audience in a roar of laughter. Mr. Burdette belongs to one of the principal clubs in the country, the Ixion, and is an enthusiastic wheelman. Mr. Comacho, a member of the club, and an expert amateur ventriloquist, gave an exhibition of that art, and also that of a character artist. Prof. Wm. Watson and Fred. G. Bourne indulged in a three-round slugging match. Mr. Bourne is a pupil of the Professor's, and of course the former would not let himself fully out, in the fears of losing a good paying scholar, but in the last round he delivered some stinging blows. The Wannop Bros. had a wrestling match, best two in three, which was won by the elder, after a very tame affair. The last event on the programme was the most interesting, and consisted of sparring between Messrs. Fowler and Young. The slug-gers were very evenly matched, and made a rattling fight.

President Beckwith then announced that the "hash" was ready, and it was surprising to see how every one rushed to the bountiful feed.

:o:

Sarah Barnhardt has at last got her name in with cycling, as the following yarn now going the rounds of the English press will show: While in England recently, Sarah paid a visit to one of the great wheel manufactories of Coventry. While standing watching a workman busily polishing the spokes of future wheels, she unconsciously leaned against the stack of those unpolished. The workman, busy at his task, seized her, and was about to put her through the buffing machine, when he discovered through her being less robust than a spoke who she was.

RACING AT ST. PETERSBURG.

On Sunday, Sept. 23rd (Oct. 5th), a grand special bicycle and tricycle race-meeting took place in St. Petersburg, on the Marsfield, a vast square place in the centre of the town. The track was arranged two laps to the mile. Round the entire place a fence was built up for this occasion, and tribunes and seats arranged. The commencement was announced at 2 p.m., but at twelve o'clock enormous crowds of people thronged the place, and at two there was no possible means of getting into the grounds, and no more tickets were sold, as—there were none. Now the multitude of people standing outside managed to break down the fence, and made its admission plain and easy—there was no way to stop them.

Before the races commenced, a ride round the track was indulged in by 58 bicyclists and tricyclists, making a very nice picture. Races were as follows:

One mile (two heats), won by Igoumnoff; 2nd, won by Mansouroff (nephew of the governor-general of Moscow).

Two miles (two heats), won by Averianoff; 2nd, won by Markoff.

Five miles (two heats), won by Averianoff; 2nd, won by Wagenheim.

Ten mile race was won by Holly; 2nd, by Igoumnoff. Rest did not finish. Count Zobrin-sky (of Moscow B.C.) had to give it up in the last mile, having the lead, not having trained before the races. Time, 40m. 32½s.

Tricycle race (one mile)—Petro, 1st; Catley, 2nd; Lindeman, 3rd. Time, 4m. 25½s.

The interest of the public was great, and the race was as successful as it could possibly have been. There were about 30,000 people on the spot, and the receipts were above £600 to the benefit of a charitable society.

:o:

THE RIGHTS OF BICYCLISTS.

A case has just been tried in Washington that throws some light upon the subject. A Mr. Charles McNabb, engaged in the bureau of engraving at Washington, was going up Fifteenth street at a moderate speed, ringing his bell, when upon a street crossing he found himself in a crowd, and his machine struck the leg of Professor Cumnock. The professor was not badly injured, but fainted from the shock, and Mr. McNabb at once dismounted, and assisted in removing the injured man to a place of safety, where he speedily recovered. The case came up in court, and the judge held that, while the running into the professor was clearly an accident, Mr. McNabb had been guilty of negligence. "A bicycle," he said, "is an unmanageable vehicle, especially in a crowd. It cannot be navigated like a horse, and nobody would think of it until it was upon them. The proper thing would have been to get off the vehicle until the crowd had passed." Accordingly, his honor imposed a fine of \$1 upon McNabb, by way of admonition and warning to the other wheelmen of Washington.

:o:

Wheeling, published by Harry Etherington at London (Eng.), is one of the brightest of our exchanges. Besides being very readable, it contains a portrait of some celebrity each week.

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HIAL. B. DONLY, Simcoe,
Sec.-Treas. C. W. A.

BELLEVILLE CLUB—33 NAMES.

B 0532, Henry Corby	B 0549, Edward Corby
B 0533, Thos Ritchie	B 0550, A G Magurn
B 0534, W R Carmichael	B 0551, W H Holden
B 0535, Geo E Reid	B 0552, S Thomson
B 0536, W P Way	B 0553, Thomas Cook
B 0537, L G Retallack	B 0554, Geo Morden
B 0538, W R Greatrix	B 0555, Chas Reid
B 0539, Geo Davis	B 0556, Geo Thompson
B 0540, T G West	B 0557, J W Jamieson
B 0541, R E Clark	B 0558, L B Cooper
B 0542, W Northcott	B 0559, C Scantlebury
B 0543, S M Daly	B 0560, R Mathieson
B 0544, Jas Morgan	B 0561, S C Warner
B 0545, E H Stinson	B 0562, Geo Knight
B 0546, R Fenwick	B 0593, Wm Thompson
B 0547, J S S Retallack	B 0594, B W Reynolds
B 0548, Frank Foster	

With the Clubs.

WINNIPEG, MANITOBA

In my last letter, besides giving you a few items of bicycling news, I undertook to predict what bicycling would be in this country, as judged from experience gained by driving through the country on a buckboard. I have no doubt but what a large number of your readers thought my predictions were rather highly colored; but I can assure you they were far from it. On September 23rd, our long-talked of tour in the west was entered upon. Owing to business and sundry other obstacles, our party was reduced to four in number, composed of Captain W. W. Matthews, C. B. Keenleyside, A. J. Darch, and L. R. Arnett. Owing to the early part of Sept being very rainy, we decided to take the train until we passed the heavy roads and sandhills west of Portage la Prairie. We parted with our railway friends about 2 p.m., and made Brandon about 6 p.m., a distance of about 25 miles. The balance of the evening was spent in riding through the city. Brandon is a paradise for bicyclists. They have streets exactly one mile in length, and for smoothness and fast riding compare favorably with any cinder track ever

laid. These streets run east and west, and are almost level from one end to the other. The streets running north and south are equally as smooth, but are on a grade of about 500 feet to the mile. The pleasure of coasting these hills must be participated in in order to be fully appreciated. Tuesday morning we made a start on our southern trip, intending to make Deloraine, a distance of 65 miles. Owing to one of our party being a new rider, we only succeeded in reaching Plum Creek by night, a distance of 45 miles. The trails were, owing to heavy rains, rather rougher than we expected, but they were superior to the average Ontario road. We made another start Wednesday morning for the south, and after covering ten miles we put about wheels, and decided to make Brandon that night, a distance of 65 miles for the day. We found the roads much improved, and had no difficulty in doing the distance that night. The country passed through is, in every sense of the word, a paradise. The farmers were busy at their harvest as we passed, and on every side we saw nothing but activity. Owing to scarcity of barns in the country, the farmers draw their grain as fast as cut to the threshers, which stands on the open prairie. On all sides we were met with universal kindness and courtesy from the settlers, who, of course, had the usual number of questions to ask. While crossing a small slough, where the earth had been thrown up to make a roadway for ox-teams, one of our party took a very graceful side-header, and alighted on his shoulder in a foot of rather muddy water. We fished him out, hung his clothes on the prairie to dry, and stowed the unfortunate rider away under a wheat stack until his wearing apparel was dry enough to proceed. Thursday we spent riding in the suburbs of Brandon, taking from five to ten mile spins in each direction. Friday morning our party was considerably broken up, owing to some returning home to business. Wet weather prevented our starting until late in the evening; after covering 20 miles, we retired for the night to a settler's house. Saturday morning we started for Shoal Lake, via Minnedosa and Rapid City. The trails were lovely, and Shoal Lake was reached without difficulty. We spent Sunday on the banks of the beautiful lake, and early on Monday morning started for Brandon, where we arrived about 9 p.m., a distance for the day of over 80 miles. This brought the trip to a close, as far as the party was concerned. C. B. Keenleyside, however, having a few days to spare, made quite a trip south and east.

All I could write could not express the satisfaction and pleasure of our first lengthy tour, and we all look forward with delight to repeat it. We have profited considerably by our first trip of about 300 miles, and with better knowledge of the best trails, expect next year to have a record for long touring second to none in the Dominion. The rains of September were exceptional for this country, and had it not been so, I am of opinion our contemplated trip of 500 miles would have been covered.

Our race-meet was a success—financially, especially. It is true, we failed to reduce the Springfield records, but still this is a country of great promise, and we live in hope for the future.

Johnston, the St. Catharines flier, took the Province championship (5 miles). J. Suckling, a small man on a 48-in., captured the cham-

pionship of the city (1 mile). Chambers had a walk over in the Green race. J. Suckling again showed up as winner in the slow race. W. E. Slater took the 6-min. time race (1 mile).

The other day, in our drill-hall, one of the boys was practising fancy riding. He was standing still on his machine, or, rather, as still as he could on a board floor, when our janitor, —an old superannuated fossil from the army,—who had been standing by, mouth and eyes open, rushed up, saying, "Stuck, eh? I'll help you along!"

C. B. Keenleyside & Co. are importing a fine stock of Singer & Co.'s British Challenge Bicycles and Apollo Tricycles.

THE WHEELMAN is anxiously looked for by cyclists each month, and the many readable and excellent articles fully digested.

Yours fraternally,

SPOKE ADJUSTER.

Winnipeg, Nov. 24, 1884.

THE TORONTO BICYCLE CLUB.

The Statistical Secretary of the Toronto Bicycle Club furnishes the following interesting items from his log for the past season:

There were 31 club runs called, the first being on the 29th March and the last on the 22nd November. The aggregate attendance was 549, being an average of nearly 18, the largest turnout being 82 on the 1st of July. The average mileage was about 18 miles, the longest one-day run being 54, and the shortest trip recorded was three miles.

The ten first individual mileages and their attendance at club runs were as follows:

	Attendance.	Mileage.
A. F. Webster (Capt.)	30	519
Chas. Langley	22	350
R. H. McBride (Vice-Pres.)	18	337
W. H. West	13	279
W. H. Cox	14	275
H. K. Merritt	9	250
A. E. Blogg (Stat. Sec.)	22	235
W. H. Stewart	10	221
H. Kyrie (2nd Lieut.)	16	190
C. B. Murray	10	171

About fifteen others made over 100 miles. In addition to this, a number of long runs were made by these and other members during the season. Mr. Webster, accompanied by Messrs. N. R. Batchelor and J. F. Lawson, rode from Hamilton to Niagara. Mr. Langley made the run between Newcastle and Kingston and return, besides several other trips. Messrs. Anderson and Bowers rode from this city to Fergus and return. Messrs. Webster and Knowles made Pickering and return one afternoon. Messrs. Ryrie, Eaton, Tomlinson and Sparling rode to Whitby and return. Mr. Webster also rode from Woodstock to Ingersoll and return, and from Clandeboye to Wingham. Mr. Horton rode from Lindsay to Toronto, besides other trips not recorded. Mr. Macklin, among other trips worthy of mention, made Richmond Hill and return and Brampton from this city. Mr. Doolittle, the 1st lieut. of the club, who had completed 10,000 miles before the beginning of this season, also as usual did a good deal of wheeling.

At a regular monthly meeting of the club held lately at their club-rooms, several important matters relative to the manner in which the club will fill in the winter months and next season's prospects were discussed.

WOODSIDE BEATS THE RECORD.

The Exposition Building, on Monday, the 8th inst., presented a cheerless and deserted appearance, and save for the little group of amateur wheelmen that gathered here and there about the gallery there was nothing to indicate that a really creditable feat was to be performed. In this gallery a track measuring 1,564½ feet to the lap had been laid out and accurately measured by the Illinois division of the L. A. W. racing board, it requiring 3½ laps to the mile, and upon this William M. Woodside, the Irish champion, was to attempt to beat the fifty-mile record of John S. Prince, which was hitherto the best on record in America and the records from ten miles up, of which his own, made last winter at the same place, was the best, from twenty up to thirty-five miles. Mounted on a 60-inch Royal Mail racer, Woodside started off on his task shortly after 1 o'clock, and going away at a racing gait, he sped rapidly and tirelessly around and around the track, breaking the record for every mile from the eleventh up. At thirty-three miles he was joined by Phil Hammel, of the Chicago Bicycle Club, who set the pace for him to the finish, which was a great performance, considering the fact that he was all out of form and suffering from the effects of a bad fall. The best previous record for 50 miles in America was 2 hours 59 min. 15 sec., and this was beaten yesterday by 5 min. 13½ sec., Woodside's time for the full distance being 2 hours 54 min 1½ sec., and, in spite of his exertions, he finished in good form, and showed that, if pressed, he was capable of making a still better performance. Great credit is due Mr. B. Wallace, his manager, for the efficient manner in which the scoring, timing, etc., were carried out, and, as Woodside says, "Prince can try it again."—*Chicago Tribune*.

There is a great racket just now in the cycling world arising through the imputations cast against W. F. Sutton by the Speedwell Bicycle Club, Birmingham. It seems that until September a member of the Speedwell held the bicycle record for twenty-four hours on the road, and that in that month W. F. Sutton rode, or was supposed to have ridden, from London to Edinburgh, 400 miles, in two days commencing on Sept. 12 and finishing on the 15th. To substantiate his ride, Sutton posted cards at different places on the journey. The charges against Sutton are that several of the post cards must have been posted before Sutton could have possibly arrived at the post-offices in various places. It has been proved that a tricyclist took train at Peterborough about the time Sutton would be in that city, and the post card said to have been posted at Laxford the postmaster said never went through his office at all. According to his time list, which he gave to substantiate his side, Sutton must have ridden from Newark to Retford, a distance of 20 miles, in sixty minutes. This is too good to be true. The reason for giving these particulars is, that Sutton is a gentleman holding a high position in the cycling world, and one who, it is thought, would not descend to do such a mean act. Anyhow, the matter has gone too far to be hushed up, and unless Sutton can make some reasonable excuse, which seems improbable, he will have attached to himself an unenviable notoriety.

THE STARLEY MEMORIAL.

As a supplement to the *Cyclist* of Nov. 12th, a picture appears of the memorial which was unveiled at Coventry (Eng.), on Saturday, 8th Nov., in memory of the late James Starley, the father of the cycle industry. Fourteen or fifteen years ago, while in the employ of a machinist company at Coventry, Mr. Starley conceived and carried out a large number of important improvements in the old-fashioned wooden machines of that day, the inventions which he introduced being mainly instrumental in developing cycling, which has now become a world-wide pursuit, in establishing a great industry, which finds employment for thousands of workmen in Coventry and other towns. The work of obtaining subscriptions and erecting the memorial has been carried out by a committee of working men engaged in the trade, and contributions to the fund have been received from all parts of England. The memorial stands twenty feet in height, and is a beautiful work of art. On the front of the pedestal is a medallion portrait of Mr. Starley, and on the sides are illustrations of the inventions which he introduced, the whole being surmounted by a figure of "Fame," executed in marble. The ceremony of unveiling the memorial was performed by the mayor, in the presence of some eight thousand spectators. In the evening a commemorative dinner was held.

The Maryland Bicycle Club of Baltimore laid the corner-stone of its new club-house, corner of Mount Royal avenue and Reservoir street, on Thanksgiving day. The day was celebrated by a general turnout of the clubs and a parade, 100 wheelmen participating. The men broke ranks in front of the new club-house about 11 o'clock. Prizes were offered, after which an address was made by Mr. Samuel T. Clark, the president of the club, in the absence of Mr. J. H. B. Latrobe, who had been expected to deliver the address, but was detained at home by indisposition. Each club then deposited in the corner-stone a club badge. The new club-house will be, it is said, when finished, the most complete bicycle club-house in the world. Its dimensions are 20 x 80 feet. It is now completed up to the second story. There will be three stories and a basement. In the basement will be the wheel-room and bowling-alley. The reception-room, reading-room and library will occupy the first floor. On the second floor will be the pool and billiard-room, lockers and bath-rooms. The third story will contain a gymnasium.

A funny story is contained in a late issue of the *Cyclist*. A clerk in a certain busy office took up tricycling and became very enthusiastic thereon, totting up his mileage daily, and driving his fellow-clerks half crazy with his cycling yarns. In the middle of one narrative he was called upon to fill up the body of a cheque for a client; he did so, but shortly afterwards the client returned, and said he would prefer notes in place of a cheque. An inspection of the latter document revealed the fact that it was filled up thus: "Pay to Mr. ———, or bearer, two hundred miles." Hence these tears.

Mr. R. J. Bowles, of Brighton, made a visit to London on the 12th inst.

THE "ROTAS," TORONTO.

The new bicycle club about to be formed in Toronto will be called the Rota Bicycle Club, and will be composed of seceders from the two existing clubs and a few outsiders. The club uniform that has been chosen consists of the following: Black silk stockings, mouse-colored knee breeches and dark green coats and caps. Of course there has been a great deal said as to who the members are, and as to their formation, but up to the present time nothing definite has been made known.

AS OTHERS SEE US.

THE CANADIAN WHEELMAN for October is at hand, and is an improvement on past issues. The present number reflects credit on its publishers. —*Western Cyclist*.

THE CANADIAN WHEELMAN is equal to any cycling periodicals of the United States, and should be patronized by every bicyclist in the Dominion. —*London Free Press*.

The 2nd number of THE CANADIAN WHEELMAN, under its new auspices, appears with the same handsome make-up as the initial issue. The contents are nicely arranged and well selected, and the whole paper is creditable to the C. W. A. —*Toronto Mail*.

None of the great mountains of the West are surrounded by such majestic scenery as is Mt. Tacoma, fifty miles east from the head of Puget Sound, in Washington Territory. At a comparatively recent date woodsmen discovered four great glaciers at the heads of vast canons in Tacoma's flanks. But, owing to the inaccessibility of the mountains, practically nothing has been known of the glaciers and other natural beauties concealed far within the forests which cover the hundred-mile circumference of Tacoma's base. A peculiar interest, therefore, will be felt in Mr. J. R. W. Hitchcock's article, "The Mount Blanc of our Switzerland," which will form the leading feature of the February *Outing*. Mr. Hitchcock has had an adventurous experience of camp life in the wilds of Tacoma, and has explored the glaciers and canons. His article will be illustrated by Mr. Henry Sandham.

The Dukedom of Brunswick, like all the other small German principalities, is regarded in the eye of the law as personal property, there not being enough of it to be classed as real estate. The late Duke was proud of his dominions, and was determined that no bicycle should be admitted to them. To this end he drew a cordon of fifteen men around the duchy, with instructions to stop every bicycle that might try to cross the frontier either by the front or back gates. Nevertheless, bicycles frequently invaded the sacred soil of Brunswick, and embittered the last moments of the Duke's life. —*New York Times*.

It is with pleasure that we acknowledge receipt of a very handsome lithograph portrait of America's amateur champion, Geo. M. Hendee, from the American Bicycle Co., Springfield, Mass. Every club should have one.

Poetry.

OVER THE HANDLES.

Time—"Over the Garden Wall."

One day I was riding my wheel so free,
Toward the garden wall;
A charmer was standing and looking at me,
From over the garden wall,
Her face was fair,
So saucy her air,
I was rattled completely,
And right then and there
I took a bad header,
And flew through the air
Over the garden wall.

CHO.—Over the garden wall,
A terrible, terrible fall;
I never did yet
A header get
That filled my soul
With such regret,
As the time I struck
Head-first in the wet,
Over the garden wall.

I picked myself up and said, "How do you do?"
Over the garden wall,
She said, "I'm certainly better than you,"
Over the garden wall;
"But much I should like
To know why you strike,
And get so hot and muddy, and dusty like,
And take such a header from off your bike."
Over the garden wall.

CHO.—Over the garden wall, etc.

"My dear," said I, "I can surely explain."
Over the garden wall,
"The case in a moment, if I may remain,"
Over the garden wall;
"Your glance was so shy,
I wished to be nigh,
So over the handles I went with a fly!
But now I beware of a saucy black eye,"
Over the garden wall.

CHO.—Over the garden wall, etc.
A. S. HIBBARD.

Correspondence.

Editor CANADIAN WHEELMAN:

The latest subscription enrolled on the middle day of November, which finished the forty-second week of the canvass for "X.M. Miles on a Bi," was No. 2057, and it represented Mr. J. Copland, who is the first supporter supplied to me by New South Wales. The adjoining province of Victoria has contributed ten, however; and the island of New Zealand, twenty; whereas the whole of Europe has not yet given me an equally large total of thirty-one names.

The gentleman referred to drove a tricycle from Sydney to Melbourne, 583 miles, between the 14th and 26th of August,—the same being the longest tour of the sort yet made in Australia,—and his note to me, written on the 12th of Sept. at the last-named city, says: "I am just on the eve of starting to ride back, and when I reach Sydney I will distribute your subscription cir-

culars among the right people. I will also send the desired account of my entire trip (about 1300 miles) in time to publish in your book. Meanwhile, please put my name down as a subscriber, and excuse the present hurried scrawl. I really haven't a moment to spare; but, as the editor of the *Cycling News* has just shown me your communication, I thought you would prefer getting this brief answer to nothing at all."

I myself have been so absorbed, during the last two months, in the task of helping elect an honest tricyclist to the Presidency of the United States, that my private business has greatly suffered. The increase of my subscription-list, since I reported to you on the 10th of September, has been only 228, or less than half what it might have been, save for this unexpected interruption. The tenth month of my canvass ends to-day, and I can hardly hope to secure the 903 names still lacking to complete the 3000 before the close of January; and the probability is that the anniversary of beginning the canvass, on the last Friday of that month, will find me with my book unprinted, if not in part unwritten. The greatly increased expensiveness of the project—resulting from its absorption of more than double the six months' time which I originally assigned to it in making my "dollar subscription" estimate—explains why the production of the 3000 books, at that rate, requires the subsequent sale of 2000 more at the advanced rate of \$1.50, in order to justify itself financially.

My revised prospectus, which covered two pages in the *Springfield Wheelman's Gazette* for October, gives a minute description of the contents of each chapter of the proposed book; and I shall be glad to mail copies of it to all applicants. In a long letter to the *Wheel* of last week, I explained why it is that the immense amount of "free advertisement" given my scheme (by the willingness of cycling editors, all over the world, to print all the articles and paragraphs I can find time to write for them about it) does not have power to push it to immediate success. Very few direct responses come to me from these innumerable notices. I value them, however, because they keep alive an interest in my book, and pave the way to a successful pushing of its claims by private effort. I am grateful, assuredly, to the editors in the United States, in Canada, in England, in Germany, in Australia, who have not only personally subscribed to the book, but have recommended it in their columns, and have invited me to use those columns freely in reporting its progress; but I am nevertheless bound to admit that the club secretaries and other private workers are the men who have really built up my list to the present respectable size of 2091.

New Brunswick recently sent in three subscriptions, but, in general, the Canadian accessions have been very few since my last report. Once again, therefore, I ask intending patrons to send me their postal-card pledges for a dollar before the evil day arrives when the publication price of "Ten Thousand Miles on a Bicycle" shall be increased to \$1.50.

The University Building, N.Y.,
25th Nov., 1884.

KARL KRON.

H. L. Cortis, the ex-English champion, is not dead, as was reported. He is residing in Australia, still an enthusiast of the wheel.

BICYCLE AND TRICYCLE RIDING.

A paper has been prepared by Dr. B. U. Piper, of Chicago, for the Chicago Bicycle Club, upon "Bicycle and Tricycle Riding, and the Effect of this Method of Exercise upon those Engaged in It." The doctor has tested the matter by riding some 1200 miles in the last twelvemonth. He found the effects beneficial in a great degree. "In walking," says Dr. Piper, "the legs carry directly all the weight of the body, and as each foot comes down on the ground there is a certain vibration or shock quite through the body, which, though not acutely perceptible, is, nevertheless, fatiguing. The breathing is also carried on at a disadvantage, for the diaphragm, or great respiratory muscle, is not able to act, in walking, with the steadiness, and, it may be said, purchase, as when the pelvis is fixed, the spinal column firm, and the upper limbs steady. The circulation, too, is considerably quickened, and the heart is toiling at a rapid speed, lifting very quickly the whole of its blood over that hill called the ascending aorta, the first part of the great blood-vessel which springs from the heart in the form of a beautiful arch to supply with blood the upper and lower parts of the body." The doctor cites many medical authorities to back his opinion; and he says: "To shop and office people, to hard-working men of business, but more particularly to brain-workers, the possession of good tricycles would, if judiciously used, indeed prove a blessing."

PRINCE VS. VON BLUMEN.

A bicycle contest of 100 miles took place at the Apollo Skating Rink in Baltimore on the 25th Nov. The match was between John S. Prince and Miss Elsie Von Blumen, the former giving the latter a start of nineteen miles. The track was rather too small for good time to be made, being fifteen laps to the mile. The start was made at 2.40 P.M., and until the last ten miles steady riding was made by both participants. It was then seen by Prince that too much allowance had been made, considering the small circumference of the track, and he put on some terrific bursts of speed, for which he was liberally applauded by the large audience present. Miss Von Blumen finished at 10.07 P.M., showing signs of distress, and won the race, Prince having to his credit 99 miles and 6 laps. Time, 7 hours and 27 minutes. The finish was exciting, as from the frequent rests of the lady, made necessary by what seemed an overtax of her powers, and the frequent spurts of Prince, the race was anybody's until the last lap was made. After coming off the track, Prince seemed to be as fresh, to all appearances, as when he went on, and remained standing among the audience, chatting cheerfully, and making many friends by his unassuming and modest bearing.

Through the kindness of Mr. Chas. Mechem, Battle Creek, Mich., we are in receipt of a photo of the starters in the mile race at Hartford, showing Hlston, Hamilton, Hendee and Sellers waiting for the report of the pistol. It is taken by the instantaneous process, and should be in the possession of all clubs. Copies may be had by addressing as above.

SADDLES.

The fact that three prominent cyclists within our own knowledge are at the present time laid up from the effects of faulty saddles, and are forbidden to ride for months, must be our excuse for calling attention to the article which appeared in *The Lancet* of the 20th ult. (Oct.), on the evil effects likely to result to riders who neglect to study the apparently simple matter of a suitable saddle. Just as men vary in height so they do in width, and it is as ridiculous to expect the saddle which suits A to be equally good for B as to expect a six-foot man to exchange "continuations" with one whose stature is but five feet. It would, of course, be too expensive for most men to have a saddle specially made in each separate case when purchasing a machine, but that saddles should be obtainable of varying width we unhesitatingly assert. It will, perhaps, be best to reproduce the main points of Dr. Strahan's article, which has caused so much stir, before commenting further on the subject. The Doctor is assistant medical superintendent of the County Asylum, Northampton, and says:

"Cycling is doubtless a very healthy and pleasant mode of exercise when used in moderation, but now that tens of thousands of our boys ride bicycles daily, and 'get up records' of thousands of miles in the year, it may not be out of place to point out some alarming evils which are likely to arise from this abuse of an otherwise healthy pastime. Some time ago it was pointed out that obscure nervous complaints would probably be developed by the continual jarring—the succession of shocks conveyed to the spinal column in bicycle riding; and this, I believe, has proved correct in many instances, notwithstanding 'Arab springs' and 'rubber-cushioned' machines. But it is to something much more serious than this that I would now call attention: it is to the amount of pressure brought to bear upon the perineum in growing boys, affecting directly the prostate, etc., and indirectly the whole generative system.

"The bicycle saddle is now reduced to the smallest possible limit. It is just wide enough at its posterior part to cover the ischial tuberosities, and it tapers off quickly to a long, narrow horn in front, upon which the perineum rests. Let us consider the position of the body and limbs when the rider is mounted, and we can then appreciate the amount of body weight which must be thrown upon the perineum. In bicycle-riding, the legs are, when extended, vertical, and the pelvis is flexed upon the thighs or rolled forward. This rolling forward of the pelvis is slight in easy riding, and very marked in fast riding and hill-climbing. Now, when the body and pelvis are bent forward, the ischial tuberosities are raised from the saddle, and the whole weight of the body, save what is transmitted to the pedal by the then extending leg, is thrown upon the perineum. It is not much of the body's weight that is conveyed to the pedals. In easy riding on the level the weight of the limb from the hip down is sufficient to move the machine; and in hard riding the extra pressure is gained not so much by throwing the body's weight upon the pedals as by pulling upward on the handle-bar, and so further increasing the pressure of the body upon the saddle. But even admitting that the pressure upon the perineum be only a few pounds, I hold that it must be injurious in the extreme, for were the pressure *nil* when riding upon a perfectly plane surface, it must at times be considerable when the machine is ridden over an unequal surface such as is afforded by our best country roads. Let those who talk of 'the beautiful gliding motion of the bicycle' try to play a game of billiards after a ride of twenty miles, and then explain where all their 'shakiness' comes from if their motion has been that of the skater. Now, this pressure on the perineum, whether it be continuous and increased at every jolt, or whether it be made up of jolts alone and be *nil* in the almost

imperceptible and irregular intervals, must be injurious, more especially to growing boys."

The Doctor then goes on to refer to the evil results from excessive exercise in the saddle, as evidenced in the case of the Tartars, and the Indians of North America, and says:

"If, then, these sad results are the outcome of immoderate equitation where there are an extensive seat and a stable foot-rest, and where the abductor muscles of the thighs are used, what are we to look for, where our boys of ten and upwards spend the greater part of their own time riding bicycles, and get over thousands of miles in the year, perched upon a saddle no bigger than the hand which conveys every jolt of the machine to the body; where the jolts are ten times more numerous than those experienced by the equestrian, and, occurring without any approach to rhythm, are conveyed unexpectedly to the person?"

"Some time ago, Dr. B. W. Richardson, when advocating cycling as a healthy exercise, said, if I remember rightly, 'that what made cycling so healthful an exercise was that in it you enjoyed all the muscular motion experienced in walking, with this advantage, that the bodily weight was taken off the feet and legs.' This, of course, would be an advantage if the bodily weight were better bestowed than it naturally is upon the feet; but as it is on the bicycle, the transference of weight from the feet to the perineum cannot but be for the worse.

"It must be understood that what is said in this article applies particularly to growing boys, who generally straddle the largest machine their length of leg permits. What cycling—for the saddle with the long, upturned horn is now almost universally used for the tricycle, too—will do towards the advance of those prostatic affections, which so often render the closing years of life miserable, time alone will tell."

Like everything which a layman reads in a medical journal, the above is calculated to inspire fear in the timid, and a feeling very much approaching to it in those who study their present and future health; and if such an article were permitted to pass without comment, great harm might accrue to the progress of cycling. We do not propose, as some writers have done, to contest the accuracy of Dr. Strahan's views, because we feel perfectly certain, as a practical rider, that, although his premises are not quite correct in every detail, they are otherwise perfectly well founded. The danger, however, does not arise from the act of cycling, but solely from using an unsuitable saddle; and it is greatly aggravated in the case of men, on bicycles, by their using machines too high for them, or, as regards tricyclists, in a desire for too much verticality of action. In the first case, vanity is the cause, and in the latter, inexperience, or a want of a rudimentary knowledge of the human anatomy. Just as men drink themselves to death, despite the warnings given to them, so, we suppose, men will be found to ride on, utterly regardless of nature's laws. With these, of course, we cannot deal; they must be left to their fate. If, however, we, by this article, guide any rider in the right way, we shall be satisfied as having done our duty. Under a mistaken idea that ventilation is the first desideratum in a saddle, and that it can be found by simply cutting a hole in the leather, such an aperture is invariably found in all modern saddles. The old saddles, however, were quite as cool and, surgically, quite as badly constructed, but had no hole.

What is required is that a man should select a saddle of sufficient width to enable the ischian tuberosities, referred to by Dr. Strahan, *i.e.*, the

bone ends on which one sits on a seat or chair, to be also, when in the saddle, the supporters of the entire weight of the body, so far as it rests on the saddle. Let as much weight as possible be put on the pedals, and as much as is required on the handles, but let no other part except the tuberosities above named bear any material weight at any time. Having got a saddle of sufficient width, that these bones can rest thereon without touching the hard iron edges to which the leather is rivetted, the next point is to deal with the saddle itself. Take a knife, and cut the saddle straight up the centre from the ventilating hole above-mentioned to the peak, and then cut off as much leather on each side as will prevent any part whatever touching the perineum, which, of course, is the fibrous skip knitting the two legs together. If this be done, every precaution will have been taken, and, provided too high a bicycle be not used, or a tricycle saddle put too high up, there will be no danger of either temporary or permanent injury to the urinary or other organs. The proper height of a saddle above the pedals is best gauged by placing it just so high as will allow the hollow of the foot to touch at the lowest point to which the pedal can go. Then, if the machine be ridden by the ball of the foot, as it ought to be, there will be ample muscular power in the leg at all times to prevent undue pressure of the body on the saddle, a result which must follow if too high a span be used. Nothing is gained by raising the saddle so high that at the lowest point of the pedal the ball of the foot just touches it. On the contrary, it is exceedingly ungainly; and power is absolutely lost when the foot cannot follow, and, so to speak, claw the pedal right round. These remarks apply equally to bicycles and tricycles; and, with regard to the former, we may say that nothing looks more absurd than to see a man riding a machine too big for him. Everyone sees this except the man; and he may find out to his cost that for the very dubious honor of standing 4ft. 6in. and riding a 56 incher he may have to pay a penalty hereafter, which, as Dr. Strahan puts it, may render the closing years of his life miserable. Instead of trying to refute Dr. Strahan's sound reasoning, men should set themselves to the task of improving their saddles, and when they have got what suits them, let them keep their saddles or sell their machines. There is a great deal of wear in a saddle. We have had our present one, on bicycle and tricycle, for four or five years. It is one of Lamplugh & Brown's early "Tricycle Saddles," iron across the back, and not an atom too narrow for us. Some men, no doubt, could do with less. Many, tricyclists at least, require more. In the centre of this saddle is cut a large hole extending from the peak to where the aperture is generally found in ordinary saddles, and, while it holds us up in front just as well as any other, there is no undue pressure on any material part of the body. We can only advise all who study health—not to speak of comfort—to suit themselves in a like manner.—*The Wheel World*, London (Eng.).

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OVERHEARD.—First crack: "Is the course coarse?" Second crack: "No, not coarse, but fine, of course." And the funeral obsequies of those two men were impressive from the earnestness of the mourners.

ENGLAND ON WHEELS.

UP AND DOWN THE ISLAND ON BICYCLES AND TRICYCLES.—HOW TRADESMEN AND HOLIDAY-MAKERS UTILIZE "THE MACHINE."

English Letter in Philadelphia Press.

(Concluded from Nov. No.)

CYCLING IN THE COUNTRY.

But it is in the country that this sport reaches its greatest perfection. And no wonder, for the English roads are, as a rule, good, and always full of beauty and interest. You can wheel for miles on smooth, white highways, where the shadows fall more softly defined than on any others I know of, and between pretty hedges, with wild flowers growing in quantities by the wayside. You pass well-kept parks and pleasure-grounds, and broad fields red with poppies before the harvest and golden when the gleaners are at work. You are sure to come to quaint, out-of-the-way villages, with tumble-down houses, and perhaps a sleepy little river running through them, or else to old-fashioned towns, over which the beadle with cocked hat, knee-breeches and gold lace still presides, striking terror into the hearts of the small boys. And then there is the inn by the roadside, which is the paradise of those English travellers who would rather walk, ride, drive or wheel through country roads and lanes than be carried at full speed over railways. Bread and cheese and beer never taste so good anywhere else. While you eat your lunch in the clean little room into which you are shown, and which looks out on a little flower-garden or on the meadows opposite, you feel at peace with the world and all men in it.

Nowadays you will meet in the country more cycles than wagons and carriages. In the first place, there are the postmen, who are now very generally mounted on wheels by order of Government, and the constables of certain districts, who also use them when there is constabulary duty to be done. Then there is the legion of pleasure-seekers, especially large at this season of the year, when everybody who can takes a holiday. Among the latter you see at least ten tricycles to one bicycle. The reason of this undoubtedly is, that English cyclists have learned to value their heads, and have also arrived at the conclusion, to which any rational man must agree, that it is better to take one's pleasure comfortably. The tourist can carry on a tricycle a reasonable amount of baggage, which he cannot do on a bicycle, and therefore he can appear among his fellow-men, in his resting evening hours, clean and respectable, and not the disreputable object which a bicyclist usually is at the end of a hard day's run, when he cannot make any change in his costume.

THE CYCLISTS' TOURING CLUB.

Almost all the cyclists one sees in England, women as well as men, belong to the C.T.C., or Cyclists' Touring Club. This is one of the exceptional cases when it is a practical advantage to be a member of a club. The C.T.C. has for its object the convenience of cyclists, and it is not contented with merely theoretical efforts in their behalf. It publishes a handbook containing maps, a list of hotels, roads, consuls—for each town has one—and repair shops. Armed with this the tourist knows exactly where

to go, and, moreover, what he has to pay, for all the hotels it recommends have made an agreement with the club, by which they are bound to charge certain fixed prices. Lodging-hunting, the *bête-noir* of all Englishmen, is thus an unknown evil to cyclists, who, however, forego the chance of grievances in the shape of extortionate bills which would require a letter to the *Times*, in the printing of which natives of this land do so greatly delight. There are C.T.C. hotel headquarters not only in the United Kingdom, but on the Continent, and even in America and Australia. The office of this institution occupies a whole story in a large building on Fleet Street. Mr. Shipton is the chief secretary, and he has many clerks under him. At any hour you may happen to go into this office you find the clerks hard at work over their ledgers. Apparently the business of the club leaves them little time for idling. Besides the officers in the main department, there is in each district a chief consul, who, if you write to ask him about the roads in his part of the country, will send you a route form, together with remarks upon their condition, warnings of dangerous hills, and incidental comments upon the neighborhood, its attractions and drawbacks. If these statements do not prove accurate, you are asked to return the form with whatever corrections you may think necessary. Members of the club pay one shilling entrance fee and half a crown annual subscription, which is reasonable enough.

The legal rights of cyclists are upheld by the Tricycle Union. While the club seeks to promote the comfort of the tourist, this institution sees that justice is done to them. Since coaching days are over, the roads in England are not kept quite as well as they were formerly, and this the Union has undertaken to remedy. In several cases it has brought suits against local boards of works, compelling them to put the roads in their district in good repair. Its work is well done, for, like the C.T.C., it is fully and ably officered. The President is Dr. Benj. Ward Richardson, a famous London surgeon, and among the vice-presidents are Mr. Herbert Gladstone, Lord Randolph Churchill, Viscount Bury, and Mr. Oscar Browning. It is, as a body, 20,000 strong.

A PASSPORT TO GOOD FELLOWSHIP.

As Mr. Stevenson asks in his "Inland Voyage," "What religion knits people so closely as common sport?" There is no necessity to have recourse to law to stimulate sociability among cyclists. The little silver badges worn by the members of the C.T.C. are sufficient to make the wearers fraternize with one another. The fact of belonging to the club is a passport to good-fellowship. When riding out on a machine I have had riders passing by stop and give me good day, and tell me, perhaps, about an ugly hill beyond. Indeed, my experience of this cycling freemasonry has been varied. For example, during a ride from London to Canterbury I made the speaking acquaintance of several cyclists, the club serving as introduction. The first was a London watchmaker, who was riding a tandem with his wife, and who rested at the same inn at which my fellow-traveller and I lunched. He was a specimen of the British Philistine, and as such was an interesting study for half an hour. But to avoid a

second meeting with him or another of the species, I would ride up the steepest hills and through the sands of Kent, which, in a season of drought like the present, is no easy matter.

But that very same evening I put up at a picturesque sixteenth-century inn, without the Westgate at Canterbury, and there I had a social adventure of another and better quality. This inn is called the "Falstaff," and a painting of honest Jack, in buff doublet and red hose, hangs by a fine piece of wrought-iron work over the door. In such a place one is prepared for pleasant episodes. And so we were not surprised when in the late twilight, after the teatray had been removed, we received a visit from a cyclist who was also staying in the "Falstaff" over night, and who proved to be a good fellow. He was a clergyman from Shropshire, and he rode a machine like ours, and had come exactly over the same route, and so we soon became very friendly. And our friendliness extended to the next morning, for we went together to the cathedral and through the city, and when this clerical cyclist left at noon he invited us cordially to his home in Shropshire, and we were sorry to have him go. There was still another wheelman who breakfasted with us in the inn at Rochester. But he was neither odious nor agreeable to us, and we were as indifferent to his presence as to his absence.

STYLES IN THE MACHINES.

Manufacturers are as much given to changing the styles of their machines as tailors and milliners are to varying fashions in dress. Not satisfied with making a good thing, they must bring out something new, which but too often proves a serious mistake. Buyers are, as is the case in every branch of trade, like a flock of sheep, and buy whatever a chosen leader may select. The two most popular tricycles this year are the "Rudge" and the "Humber," which are utterly different in make. The former is a single driver, with one large and two small wheels, and is the machine which Mr. Pennell rode on the trip he made last summer through the Midlands, and the account of which was published in the September *Century*. It is a singular-looking machine, with a somewhat lop-sided effect, and a good idea of it is to be had from Mr. Pennell's drawings in the above-mentioned article. Its good qualities are its almost perfect steering, great luggage-carrying capacity, and its light weight, being the lightest tricycle made. Besides this, it is very narrow, and can pass through doorways with ease, and can be ridden on American sidepaths. But its greatest advantage consists in its being a two-tracked machine, like a carriage. Therefore, when its two small wheels are put in a rut on the road or in a horse-car track, it can be propelled very easily, which is not the case with any other tricycle. This fact should recommend it especially for use on American roads.

The "Humber" is emphatically a racing machine, all races of any importance this year having been run on it. It is often called the bicyclist's tricycle, as it consists of two large wheels between which the rider sits, while he steers with an ordinary bicycle handle. Indeed, it is nothing more than a child's velocipede reversed, having two large wheels instead of two small ones. There is a small wheel behind. Machines like

the "Victor" and "Columbia," made by Overman and Pope, in America, until recently were extensively used here, but owing to their complicated machinery and their great weight they are now being replaced by the "Rudge" and "Humber" patterns. Tandems in these two forms are beginning to be generally used instead of sociables, for a tandem is really but a single machine, with two sets of seats and two cranks, and it therefore has a double power.

WOMEN RIDERS.

"Rudge" tandems are patronized by women, who, however, when they ride them, must be accompanied by a husband, brother, or some trowsered friend, for it is impossible for them, because of their skirts, to ride on the back seat of any tandem. But on single tricycles they are quite independent. As cyclers, they have no rights to vindicate, as in this capacity their equality with men is established. It is not only women of the Dr. Mary Walker type who are to be seen seated between the wheels, but all sorts and conditions, from mothers of families to schoolgirls. Nor is it only in private grounds and sequestered spots that they take their exercise. I have met them in Piccadilly and by Hyde Park, in Kensington and St. John's Wood, and on every country road over which I have ridden, and very comfortable and happy they looked.

They use their machines for as many purposes as men. Housekeepers in the country ride them into neighboring towns to do their marketing, and shoppers make shopping expeditions upon them. The mother rides out with her babies, whom she straps to a basket-like arrangement made for the purpose, and thus dispenses with the necessity of a baby carriage; and young girls find tricycles and shady lanes very effective aids to flirtation. Even on the race-course woman's equality is not disputed. At the last meet at Harrowgate one brave woman rode a tandem with her husband. Unfortunately she failed to win the race. There are others who cannot at any time see a cycler on the road without challenging him or her to a trial of skill. I remember a sprightly young lady, with a gay red bonnet, by whom I was challenged on the Harrow Road. I was one of two riders on a tandem, she rode a single machine. She waited until we were almost on a line with her, and then she pedaled away for dear life. The road to Harrow is vile, all up grade, and in parts sandy; so we took it quietly, and gave her an easy victory, whereat,

do not doubt, she triumphed greatly. But when we saw her some fifteen minutes later in Harrow, it was our turn to be of good cheer; for, fresh and cool, we started off on foot to explore the town, while she, with scant breath and face red as her bonnet, rested in a drug-store.

It is certainly a good sign when women begin to take part in healthy out-of-door exercise.—There are a few in America who appreciate tricycling. But until this sport is made as correct as driving a village cart, I am afraid it will not be as popular with the women of America as it is with those of England.

—:—

It is estimated that California has three hundred and fifty riders.

Wheel Tracks.

Mr. Frank A. Egan (The Owl) will winter in New Orleans.

Gaskell won eighteen prizes, valued at \$1150, in America. Chambers' trophies at Springfield footed up \$1500.

Geo. Nash is fairly electrifying western people by his wonderful riding, and many pronounce him superior to Canary.

A professional race has been arranged to take place in Chicago about the last of this month, between Messrs. Woodside and Brooks and Mdme. Armaindo and W. J. Morgan.

The professionals are doing a great deal of racing through the papers nowadays. It is pleasanter so, both because the weather is too cold for racing and there is no money risked except for postage stamps.

The Cleveland Bicycle Club is said to be the best-drilled club in the United States. On parade they ride in three lines, twelve abreast, with locked handle-bars—a very pretty sight, and one that called forth abundant applause at their last meeting.

The following speech was made at a recent race meeting by the referee on presenting a prize cup to a successful competitor: "You have won this cup by the use of your legs; may you never lose the use of your legs by the use of this cup."

It appears, from the revised prospectus, that Karl Kron expects to dedicate his forthcoming volume to the memory of "Curly, the best of Bulldogs," whose biography will fill a chapter of twenty-four pages, and whose heliotype likeness will face the title-page.

Speaking of the late Prince-Von Blumen race, a Washington correspondent says: "Miss Von Blumen was subjected to a great many indignities, but took them coolly and calmly. The 'kids' would occasionally yell: 'Go it, old gal!' 'There goes Belva Lockwood,' etc."

After a good deal of trouble, the New York Park Commissioners have at last opened the Riverside drive to members of wheel clubs, and have given them the privilege to ride in Central Park, west side, to Seventy-second street. Riders must go in single file, and must obtain permits.

A French nobleman was out riding his tricycle one day, when he overtook an old priest, contentedly jogging along upon a quiet donkey. "Ha! ha!" laughed the nobleman, "how goes the ass to-day, good father?" "On wheels, my son, on wheels," was the unexpected reply. Collapse of the noble wheelman.

John D. Prince, a Philadelphia bicyclist, was captivated by a chorus-singer in a minstrel show, and in order to make a good impression on his girl, he put himself on record as a better swindler than a wheelman. He borrowed a number of machines from prominent local establishments, and then left them with his "uncle" for a small part of their value. He was caught and incarcerated, and now bemoans the fate of a love-sick cyclist.—*Bicycling World*.

George Nash has succeeded in accomplishing a remarkable feat. A miniature step-ladder, with steps upon both sides, having been placed in the middle of the floor, Nash, with the small wheel detached, and standing on the pedals, balanced himself, and rode up one side and down the other, amid hearty cheers from a large number of spectators.

There is a Buffalo

Fair, far away,

Where dudes on bicycles

Ride every day;

Oh, hear them sweetly say,

Now that Cleveland's gained the day.

Come! cyclers, come this way;

Come! come! we pray.

The Springfield Bicycle Club was the first club in the States to receive recognition from the new President. They had met his Excellency in May last, at Washington; and upon the result of the election being known, the president of the club Mr. Ducker, telegraphed his congratulations. It appears that President Cleveland is a wheelist, so that the good wishes of the club were apt and opportune.

"The River Route from Ottawa to Farther Point and Beyond," a distance of 450 miles, which was explored in August by Mr. F. M. S. Jenkins, captain of the Ottawa Bicycle Club, has been described by him at the request of Karl Kron. The report will appear in the *Wheel* (New York), and abstracts thereof will be given in "Ten Thousand Miles on a Bicycle," and in the next edition of the C.W.A. Guide-Book.

There is another enthusiast who contemplates making his name famous by undertaking a tour across the continent and return. The gentleman's name is George P. Bastian, of Brentwood, Cal., and he will start from San Francisco, passing through California, Oregon, Idaho and Wyoming to New York, and back through New Orleans, Texas and Mexico. This would be a wonderful piece of work, should he succeed, but would do no good either to himself or the sport. In such a journey he must walk at least half the way, and the privation and exposure necessary would be likely to do him considerable harm, physically.

The following is the list of firsts and seconds taken by members of the Toronto Wanderers in race meetings during the season:—

Newcastle, May 24.—One first, one second.

Woodstock, May 26.—One first, one second.

London, May 26.—Three firsts.

Toronto, June 14.—One first, one second.

Toronto, July 1.—One first.

Woodstock, Aug. 25.—Three firsts, one second.

Buffalo, Aug. 27.—One first.

Port Hope, Aug.—(?) One first.

Toronto, Sept. 6.—Three firsts, four seconds.

Toronto, Sept. 19.—One first, one second.

Hamilton, Sept.—One first, one second.

Toronto (T.O.R. games).—One first, one second.

Lindsay, Oct. 1.—One first (fancy riding).

Toronto (U.C.C. games).—One 1st, one 2nd.

Waterloo.—One first (Shantz).

Columbus, O., Aug.—One first (Davies).

Total, 22 firsts and 12 seconds during the season, besides several prizes taken by the club collectively.

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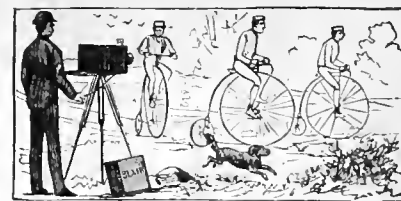
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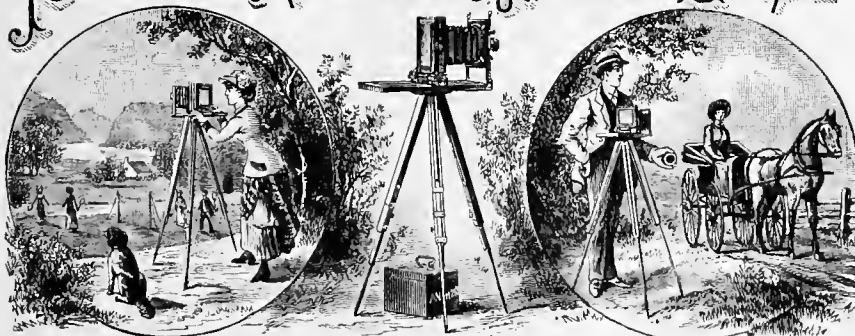
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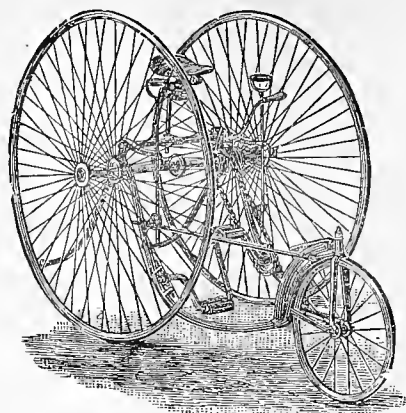
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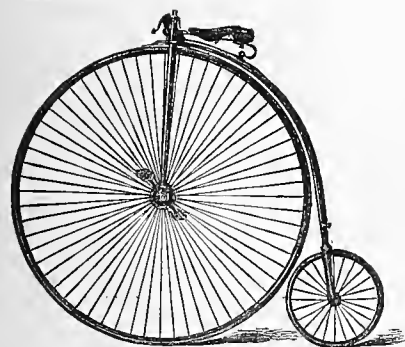
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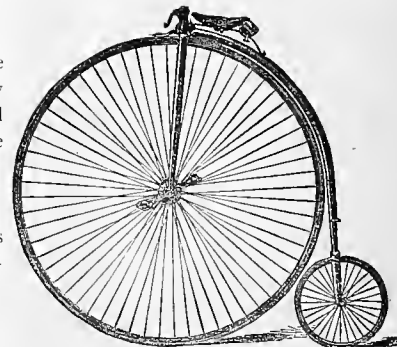
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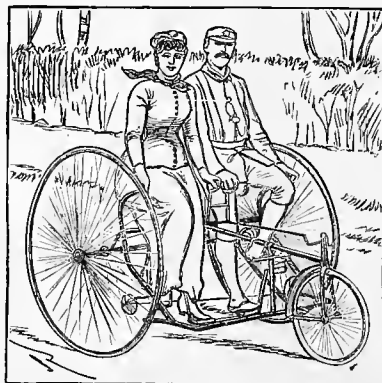
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VOL. II.

LONDON, CANADA, JANUARY, 1885.

No. 4.

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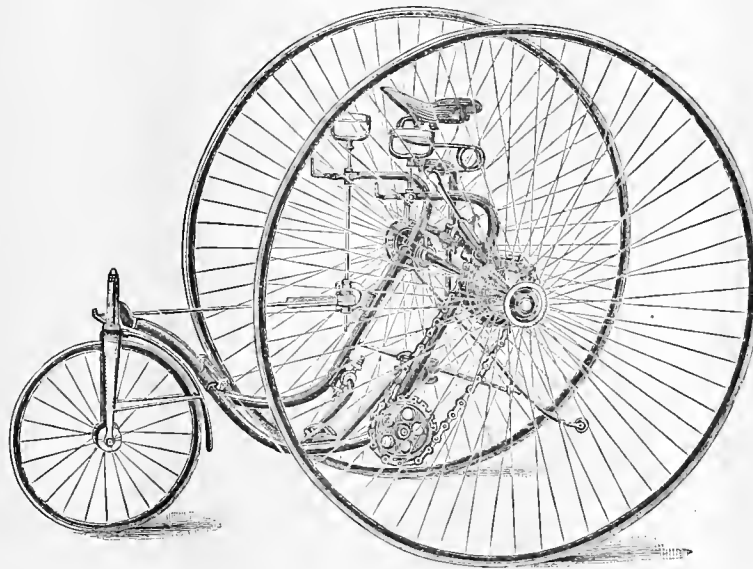
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January 5th, 1885.

FRIENDS AND FELLOW-CITIZENS,—

Lend us your ears. As we pen these syllables, mantles of snow adorn mother earth, and mantles of seal and coon adorn Toronto Venuses. Bicycling is almost at a standstill. The last man was out yesterday, and collided with a Scarboro' farmer's waggon. He walked home and hung his 52-incher up by the heels during the winter of his discontent. But the cold winds will, almost ere we realize it, be changed into glorious summer. What then? Why, "merely this and nothing more," we are preparing for your cycling wants by laying in an immense stock of bikes and trikes of all kinds, beginning with the grand old Rudge, which wings its rider over the country faster than any mythical Pegasus ever carried its load. We sold one last summer to an experienced wheelman in Kingston, and he not only says he never knew what wheeling was until he straddled his tangent-spotted beauty, but he has reserved a paragraph for us in his last will and testament. In fact, during the last season we can boast that we spread a vast amount of happiness over this Canada of ours by selling a heap of Rudge Light Roadsters and American Ridges. Then, next spring, we will have in stock the new Rudge Safety, which we can recommend, without bursting the elastic strings of our already tender conscience, as the cutest, fastest, lightest, and best wheel of the kind in the market. As to tricycles, the new Rudge Tandem (which we keep on hand) is a \$175 thing of beauty and a joy forever. The old-fashioned Kerridge must go. An advancing civilization cries aloud for Tandem Tricycles, and if civilization will call on us, we will wipe its tears away.

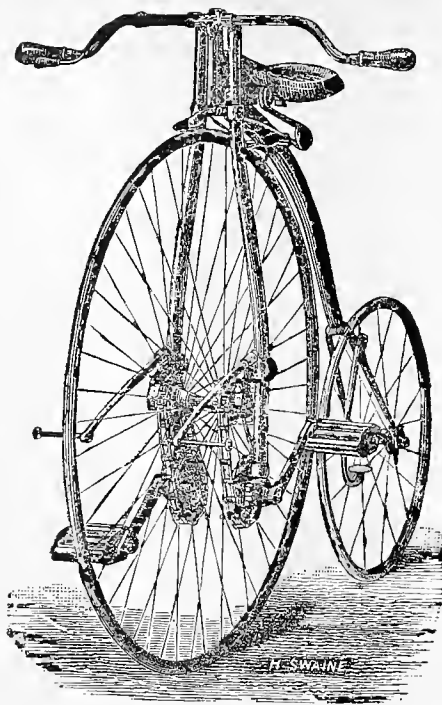
We will now pass to another branch of the subject, or branches, to speak properly. We will not reveal this month *all* the treats we have in store for you next spring. Too good news cannot always be safely heard. But when we tell you that we will be prepared to rent bicycles, racers and tricycles by the second, minute, hour, day, week, month or year; that we will have a complete news stand, where single copies of all the cycling periodicals can be purchased (not *sponged*); that we will repair every thing but a broken head or an obliterated nose; that we will grant you accident insurance policies to cover bicycling; that we will sell your wheels for you on consignment, and that we'll furnish you with suits, caps, belts, shoes, stockings, sticking plaster, badges, gold and silver medals, &c., &c., we have not told you the half. In the meantime, send us a stamp for our new Illustrated Catalogue descriptive of ten different makes of machines, besides innumerable extras and new cycling novelties. When in Toronto, come in and talk with us, but for goodness' sake don't all come at once! We have provided a counter for your special edification, high enough to allow your feet to hang over without touching the marble floor.

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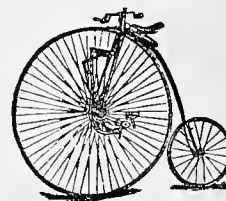
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JAS. S. BRIERLEY,
St. Thomas, Ont.

The *Bicycling World*, in its issue of the 19th December, has an article on "Professional Mendacity," which, without making a direct charge, implies that the captain of the Wanderers' Club of Toronto had endorsed "Patterson" of Toronto in his tricks which he played on the Omaha Club, racing as an amateur, while knowing him to be the notorious Fred. Westbrook. If the writer of the article mentioned above had paused a moment for reflection, the thought might have dawned on him that possibly there was a member of the Wanderers named "Patterson," and that Westbrook had used the name of "Patterson" as a blind, or, if any inquiry had been made of the Wanderers (which should have been done), the facts of the case could easily have been brought to light, and not have allowed the stigma to have been cast upon the character of the head of the Wanderers' Club. The facts of the case are simply these: H. P. Davies, the captain of the Wanderers, was laid up at the time, and Geo. H. Orr was acting captain. A telegram was received from Omaha by Mr. Orr, addressed to the captain, no name being mentioned, asking whether Patterson was an amateur and eligible to race. An answer was sent that he was all right. (As there are two Pattersons in the Wanderers, one of whom does considerable travelling in the United States, Mr. Orr supposed that he was the one referred to.) We append Mr. Orr's remarks and explanation:

"Imagine my surprise when I found that the Omaha Patterson was none other than Westbrook, who was a member of our club until dismissed for professionalism, and who was, perhaps, aware that our Patterson did some travelling, and took his name as a good blind. When I found this out, I wrote to the Omaha Club apologizing for the blunder, which was impossible for me to know in time."

It will thus be seen that no one is to blame in this matter but Westbrook, who did all the scheming. The Secretary of the C.W.A. has been written to regarding the matter, and undoubtedly the captain of the Wanderers will come out all right when "his action is looked up" by the C.W.A., as stated in the *Bicycling World*.

THE WHEELMAN is by no means a supporter of professionalism, but, when professionals place

themselves in a disreputable position by their mendacity, we do not like to see others, who are not in the least to blame, drawn before the wheeling public as partners in the trickery.

:o:

The Ramblers, of Belleville, are to be congratulated on the success of their first ball, the feature of which was the appearance of the cyclists in their uniform. But *The Bicycling World* disbelieves the practicability of wheelmen attending balls, and makes the following remarks, with suggestions:

"Now that the festive season is full upon us, and cyclists are threading the mazes of the merry dance, it may be well to speak of the clause which generally finds place upon the invitations to the dancing parties, to the following effect: 'Wheelmen will please appear in uniform.' To dance with a man in an oil-stained or perspiration-soaked garment can hardly be pleasant for the ladies who are in their best attire, and such garments would be equally objectionable at a dinner table. Could all cyclists afford to keep a cyclist's dress suit for such occasions the idea might be a good one; but they can't, and the result of such invitations will be to bring to the ball-room the travel-stained garments worn on the wheel, which are as much out of place as would be a mechanic's apron or overalls. A company of well-dressed men in dress suits, the distinguishing characteristics of which would be the knee-breeches, would make a pleasing sight in a ball-room, and the time is not far distant when we may expect to see it, but these suits would be as inappropriate for wheel use as is the present costume which gentlemen wear in society."

:o:

We have a suggestion to make which might prove beneficial. Already, the club-room talk of the various clubs is turned towards the prospects of getting up tournaments for the 24th of May next. In Canada, we cannot well afford to run seven or eight successful club meets on the same day; and the prospects are that as great a number will be attempted. Would it not be well that some arrangements were made between neighboring clubs, so that the number of tournaments would not amount to more than two, or three at the most, and make that number all successful ones?

EDITORIAL NOTES.

Which club will be the next to follow the example of the Belleville Ramblers in providing entertainments for their patrons?

We will esteem it a special favor if every one of our readers will send us the names of cyclists of their acquaintance who have not yet seen THE WHEELMAN, and who would possibly subscribe if furnished with sample copies.

In another column will be seen a department of sale and exchange opened for the convenience of our readers who may at any time be desirous of selling or exchanging their wheels. Now is the time to patronize it before the opening of the wheeling season.

THE CANADIAN WHEELMAN for December is at hand, looking brighter than ever, and is now up to the standard with any wheel journals in this country or England.—*Western Cyclist*. [Thanks for the compliment. That is the standard we have worked for, and we hope to keep there.]

By another column it will be seen that we have commenced a series of articles entitled "Our Racing Men," in which will appear from time to time sketches of all our well-known fliers. It is the intention to make this feature very interesting, and we therefore ask the co-operation of all Canadian celebrities.

Now that the dreary spell, which always comes between the end of the riding season and the commencement of winter club-life, has been broken by the Belleville Club giving a grand ball, it is to be hoped that all the clubs will enter into that spirit of enjoyment which wheelmen are so well known to possess with greater zest than ever.

To say the least of it, *The Wheel* has not displayed good taste in parading before the cycling public, in its issue of Dec. 19th, a photo engraving of a communication (showing full name and address) from a L.A.W. member, who, unfortunately, is not blessed with being either a good grammarian or writer, as an example of the argument which it upholds. It could easily have been done without.

The latest additions to our ever-increasing collection of cycling portraits are two views taken of the Illinois division L.A.W. meet at Rockford, Ill. One of the photos represents the wheelmen in line ready to mount, and the other is a large group taken on the grounds previous to the races, and contains quite a number of celebrities, prominent among them being B. B. Ayers and J. O. Blake, of Chicago.

In comparing the L.A.W. with the C.W.A., there is one very marked difference. Through some unaccountable flaw in the formation of the C.W.A., it does not provide the necessary wrangling that seems to be continually going on between various members and officials of the L.A.W., and in which the American cycling journals frequently take part. Whether this is a fact to be deplored or not has yet to be found out.

The testimonial which the members of the C. W. A. voted to the very able and indefatigable Secretary-Treasurer, Mr. Hal. B. Donly, at the annual meeting in July, was received by the recipient just in time to be appreciatively termed a "Christmas box," and Hal. is highly pleased with the gold chain and locket which was the "tangible expression" of the appreciation in which his services are held by his associates of the wheel. The locket bears the C.W.A. badge on its face.

:o:

Mr. R. H. Lea, representing Singer & Co., Coventry (Eng.), who is making a business trip around the world, paid London a visit on the 13th ult. in the interests of his firm. Mr. Lea's trip has been a noteworthy one, he having visited various parts of Australia, Tasmania and New Zealand during the past fifteen months. He extends a cordial invitation to all Canadians to visit Coventry at any time, and feels sure that they could not spend a holiday in a better place than Coventry, where everything would be made enjoyable. It certainly shows enterprise in the firm he represents in sending a representative around the world to call on the various agencies.

St. Johns, Newfoundland, has a bicycle club.

OUR RACING MEN.—W. G. ROSS.

W. G. Ross, the amateur five-mile champion bicyclist of Canada, was born in Montreal on August 6th, 1863, being now 21 years of age. His height is 5 ft. 9 in., and weight, when in condition, 140 lbs. His first appearance in public was on skates in Feb., 1880, and although not taking first place, he made remarkable good time. His snow-shoe races were all run in the spring of 1883, when he met with considerable success. The bicycle, however, seems to have been his forte, as out of all his Canadian races he has been beaten but four times. The four races in which he was beaten in the United States were all at the Springfield meet in Sept. Ross was third in two of the races (in one, beating the previous mile record) and fourth in the other two, in one of which the record for two miles was lowered. Perhaps the best race he rode during the year was the mile race at the opening of the Point St. Charles Driving Park, near Montreal. Eight men started in the final heat. Ross led for half a mile, when he fell, and was left by the others, but he remounted and won the race, passing six men in succession in the last quarter.

At the first annual meet held in London in 1883, Ross, before unheard of outside of Montreal, won both the one and four mile championships, and surprised every one by his extraordinary spurts and speed. Early in the season of 1884 he was severely injured by a fall from his machine, both wrists being sprained, which, although not preventing him from entering the annual races, was considered the main reason that he did not make a greater struggle for the one-mile championship, although he afterwards won the five-mile trophy. Socially, Mr. Ross is a great favorite with the members of his club and all those acquainted with him, on account of his retiring and gentlemanly manner.

Appended is a list of the races which Ross has won :

1882.

June 15.—Three mile (handicap).—Ross, 1st ; time, 12m. 15s. ; start of 1m. 15s.

Sept. 2nd.—Three mile (club cup).—Ross, 1st ; time, 12m. 7s. Same date.—Combination, one mile.—Ross, 1st ; time, 7m. 7s.

Sept. 7.—Five mile.—Ross, 1st ; time, 20m. 20s.

Sept. 23rd.—One mile.—Ross, 2nd ; no time kept.

Oct. 7th.—Five mile.—Ross, 2nd ; time, 20m.

Oct. 14th.—Two mile (handicap).—Ross, 1st from scratch ; no time kept.

1883.

Montreal, June 2.—One mile handicap, five starters.—Ross, 1st, 3m. 42s. ; Hill, 25s. start, 2nd. Same meeting, five mile handicap, four starters.—Ross, 1st, 19m. 10s. ; J. H. Low, 20s. start, 2nd.

Montreal, June 16.—Handicap road race Montreal to Valois, 15 miles, eleven starters.—Hill, 20m. start. 1st ; Ross, scratch, 2nd ; Th. 9m. 50s.

London, Ont., July 2.—One mile, championship of Canada, heats, three starters.—Ross, 1st ; best time, 4m. 10s. ; F. Westbrook, Brantford, 2nd. Same meeting, five miles, championship of Canada, five starters.—Ross, 1st, 22m. 15s. ; P. E. Doolittle, Aylmer, 2nd.

Montreal, July 16.—One mile, five starters.—

Ross, 1st, 3m. 36s. Same meeting, five miles, four starters.—Ross, 1st, 18m. 38s.

Montreal, Sept. 1.—One mile, open, three starters.—Ross, 1st, 3m. 47s. Same meeting, five miles, open, three starters.—Ross, 1st, 18m. 47s.

Springfield, Mass., Sept. 18.—Ten miles, amateur championship of America, ten starters.—G. M. Hendee, Springfield, 1st, 33m. 43 1-5s. ; A. H. Robinson, England, 2nd ; H. D. Corey, Boston, 3rd ; Ross, 4th. Same day, half mile dash, fifteen starters.—Robinson, 1st, 1m. 25 1-4s. ; E. P. Burnham, 2nd ; Ross, 3rd.

Springfield, Sept. 19.—Two miles, nine starters.—Robinson, 1st, 6m. 2 1-4s. (breaking record) ; Corey, 2nd ; C. D. Vesey, Eng., 3rd ; Ross, 4th.

Springfield, Sept. 20.—One mile, seven starters.—Corey, 1st, 2m. 51 3-4s. ; Robinson, 2nd ; Ross, 3rd ; Hendee, 4th (all breaking previous record of 2.54).

Montreal, Oct. 6.—One mile, 6 starters.—Ross, 1st, 3m. 30s. (fastest track time). Same meeting, five miles, ride over for Ross in 18m. 30s.

Montreal, Oct. 8.—One mile, heats, thirteen starters.—Ross, 1st, 3m. 42s.

Toronto, Oct. 13.—One mile, two starters.—Ross, 1st, 3m. 13s. (fastest Canadian record) ; F. Westbrook, Brantford, 2nd.

Toronto, Oct. 20.—One mile, open, four starters.—Ross, 1st, 3m. 29s. ; F. Westbrook, 2nd. Same meeting, three miles, handicap, six starters.—Ross and Westbrook dead heat from scratch, 10m. 58s. (fastest Canadian record). Same meeting, five miles, open, three starters.—Ross, 1st, 20m. 8s. ; P. E. Doolittle, Aylmer, 2nd.

1884.

Toront., July 1st.—One mile, championship of Canada.—C. F. Lavender, 1st, 3m. 9 1-2s. ; Ross, 2nd. Same day, four miles, championship of Canada.—Ross, 1st, 17m. 14 1-5s. ; C. P. Lavender, 2nd.

PRINCE BEATS WOODSIDE AT CHICAGO.

The race meeting of the Hermes Bicycle Club, on Dec. 25th, in the Exposition building, was largely attended. The track was seven laps to the mile, and the racing was excellent. After the amateur races, John S. Prince, of Washington, and W. M. Woodside, of New York, met to decide the professional championship of the United States at fifteen miles. The stakes were \$100 a-side. Prince had claimed the championship, and Woodside, who was champion of Ireland, challenged him for the title. The race was hotly contested every inch of the way, and the excitement was intense. Neither man allowed his opponent to secure a decided lead at any point, and they indulged in spurt after spurt to break each other up. On the last lap Prince took the lead, and won by 6 feet in 53m. 9 1-2s. Woodside's time was 53m. 9 3-4s. The performance is remarkable for the size of the track, but is slow in comparison with Morgan's record of 49m. 15s. for the same distance, made on a half-mile track.

We call attention to the advertisement of Chas. Robinson & Co., of Toronto, on the second page, wherein they forecast, in a confidential way, their intentions for the spring. We believe they have placed a large order with Rudge & Co. for spring delivery, including some of the new Rudge Safety Bicycle, for which great speed and lightness is claimed.

Literary Notes.

The *Cyclist & Athlete* commences the new year with its new heading, which is very appropriate, its general appearance also being improved.

Wheeling issues a very handsome Christmas annual, which, although not illustrated, is well stocked with splendid reading of all styles for the lovers of the mysterious steed. It is stated that it met with an enormous sale.

Another journal that aspires for Christmas honors is the *Sporting and Theatrical Journal*, whose bicycling column is well filled with newsy items, the holiday number containing a portrait of John S. Prince. The *S. & T. Journal* is one of the best all-round sporting journals now published.

At Christmas time, one of the chief efforts of the journals of sport is to vie with others in their various spheres in producing the brightest and most readable holiday number. *Turf, Field and Farm* is among the list, and comes replete with good reading for all lovers of sport. The cycling column, necessarily, is not large at this period of the year, but, in season, cycling receives a very liberal share of attention from this journal.

Through the kindness of the publishers, we are in receipt of "Our Camp," the Christmas number of *The Cyclist*. Without doubt, it is one of the best cycling publications ever brought out, the general get-up and illustrations being a great improvement on former Christmas numbers. A feature of the work is the sarcastic, but witty, reprints of the various cycling journals, the *Bicycling World* being the only American journal favored.

The holiday number of *Outing* greets the new year with a feast of jollity and good cheer. "The Wheelman's Vision" forms a very unique frontispiece, followed by Arthur Gilman's "After the British on a Tricycle," a delightful historical article, illustrated by Edmund H. Garrett. John Boyle O'Reilly contributes an enthusiastically-written paper, "Down the Susquehanna in a Canoe." This number also contains "The Wheelman's Song," by Wm. J. Stabler. The harmony of this composition is beautifully blended, and the melody is exceedingly pretty, but the addition of a chorus would make it more taking as a cycling song. Altogether, this is one of the best numbers of *Outing*.

The farmers of America treat wheelmen fairly when on the road, and wheelmen have no cause to complain. In England things are different, if a recent statement in a leading wheel paper may be taken as a sample. Two noted wheelmen called at a farm-house one day and inquired for the customary glass of milk, no one being in but the trusty servant, who eyed them very closely, and having satisfied herself with their appearance, very generously handed them their fill. The ever generous wheelmen insisted upon paying the fair maiden, but she steadfastly refused, saying that her mistress's instructions were : "If any tramps applied for milk to give them all they want, as the milk was not very good, two rats having been found dead in it." Exit wheelmen for pasture new.

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HALL B. DONLY, Secoe,
Sec.-Treas. C. W. A.

MONTREAL CLUB—9 NAMES.

B 0602, Robert Ash	B 0607, C H McLeod
B 0603, C Briggs	B 0608, O Peloquin
B 0604, F W S Crispo	B 0609, R F Smith
B 0605, A Harries	B 0610, G S Wait
B 0606, J T Kennedy	

WANDERERS CLUB, OF TORONTO—35 NAMES.

B 0611, Fred Morphy	B 0629, P Hill
B 0612, L A McBrien	B 0630, F J Capon
B 0613, W J Sylvester	B 0631, Walt. Despard
B 0614, G Townsend	B 0632, Walt. Gemmell
B 0615, John Alexander	B 0633, Fred. Foster
B 0616, S G Curry	B 0634, F W Winstanley
B 0617, A R Pringle	B 0635, R Martin
B 0618, M J Taylor	B 0636, E A Stevens
B 0619, A M Thompson	B 0637, E A Thompson
B 0620, G E Williams	B 0638, S H Townsend
B 0621, James Rogers	B 0639, T Fane
B 0622, J S Hara	B 0640, Percy Horrocks
B 0623, John Littlejohn	B 0641, Chas Robinson
B 0624, Will Fischer	B 0642, H Beatty
B 0625, R Anderson	B 0643, T H Gooderham
B 0626, J T Beatty	
B 0627, J Elliot	B 0644, R S Galbraith
B 0628, F H Grey	B 0645, W Wilcox

DOWN MT. WASHINGTON.

"Don't be afraid, Mamie; don't be afraid; it won't hurt you," said a lady to her little daughter, as a wreck of a former man approached, attired in court plaster, with bunged-up eyes, broken nose, arm in sling, and general dilapidation. However, the little girl hid behind her mother when the hideous-looking object passed. "What is it, mamma; what is it?" "Don't you remember," replied the lady, "the young, good-looking, wheelman who used to call on your sister? Well, he tried to ride down Mt. Washington."

"FRANCIS."

Messrs. Chas. Robinson & Co., 22 Church street, Toronto, are authorized to receive subscriptions for THE WHEELMAN, and will always have a full supply on hand.

PRINCE TELLS HOW IT WAS DONE

John S. Prince, who, like most professionals, has a great faculty for using his tongue, has been talking to a Washington newspaper man about his performance of a mile in 2.39 at Springfield, the prospects of future fast time, and his own methods of training. "I knew I was going to beat the world's record," said Prince. "I had made it in 2.40½ while practicing, and Richard Howell, the English champion, held the mile belt of the world for his mile in 2.43. So I put all the money I could get together in bets upon myself at 15 to one against time. I won in 2.39, Howell only making it in my practice time of 2.40½."

"What are the chances of bicycles catching up to trotting horses in point of time?" asked the reporter.

"I have no doubt of it. It is only a matter of time. You see horses have been bred up to the time they are making, while a man has to depend upon his own nerve and muscle as he finds them and as he can develop them. Judging from the progress made in the last few years in general, and my own advance in particular, I think the record should be reduced to 2 minutes, or even less, within a year or two."

"What does it require to make fast time?"

"Muscle, wind, nerve, condition, a good stomach, and a light, firm machine. If the stomach is not in good order you get blind before you have made any distance at all at anything like speed. You breathe as fast as a running dog on a hot day; but if you breathe with the chest you will get dizzy. You must learn to breathe from your stomach," and the champion illustrated the two modes. His whole trunk moved as he breathed while showing the approved method, while in the chest breathing only the upper part of the body moved. He explained that bicycling had a very great effect in increasing the expansibility of the chest. His own expanded 8 inches—from 35 to 43 inches. This led to further measurements, and it was found that his calf was 15 and thigh 23½ inches in circumference. He is 5 ft. 9½ in. in height, and in weight 168 pounds. While recognized as the American champion, he was born in England. His trade was that of a brass founder, but he left that after completing his apprenticeship, to become a professional bowler in a cricket club. His first experience in bicycling was seven years ago. For a year he rode as an amateur, entering contests as a professional shortly before he came to this country, about five years ago. At home he ranked as, perhaps, a fourth-class man. The improvement he ascribes largely to the climate.

"What course of training do you undergo before entering a contest?" was the next query.

"I just live a little carefully, and exercise regularly. I rise at 7 o'clock in the morning, and take eight or nine minutes of dumb bell work, beginning with a 6-pound pair and finishing with a 25-pound set. This makes me perspire gently. Then I take a cold shower-bath and a two-mile walk. My breakfast is of mutton chop, lightly cooked, and a soft-boiled, fresh-laid egg, with plenty of bread and butter. I eat only so long as I am real hungry, leaving off when I could relish some more. Then I take another walk or a turn on the wheel before din-

ner, which is a good deal like the breakfast. After that, and a rest of an hour or so, I take a ten or twenty-mile ride on the track, working hard, and finishing with my clothes wringing wet. Then I have myself bathed in witch-hazel extract or alcohol, and thoroughly rubbed down. My supper is light, though I generally have a chop or something with it. About twice a week I take a pint of gruel before going to bed as an aperient. If I have a race at 4 o'clock I take my dinner at 1.30 or 2 o'clock, and between the laps, if a long race, I eat a fresh-laid egg. No liquor or tobacco while training, and none at any other time, except a very occasional cigar."

"What kind of a track had you for your record-wrecking feat?"

"A smooth clay one. The track here is a little new now, but by spring it will be the fastest in the country. If I had been pushed at Springfield, I could have made the mile in 2.37. What makes me think so? Why, I was fresh at the finish, and had strength enough left to stop my machine by back pedaling about 150 yards from the wire. Howell was all played out, and had to be helped out of his saddle after his machine had shot ahead of its own impetus until it stopped of itself, showing that I had a good deal more in me. The distance between us, represented by the difference in time, was about fifteen yards. Howell is six feet one inch in height, and weighed 195 pounds. He rode a 60-inch Rudge machine, and I had a 55-inch Royal Mail. My machine weighed only twenty-two pounds, the lightest one ever in a race here."

"What kind of weather is best for fast time, hot or cold?"

"Warm weather, about 79 or 80 degrees in the shade, is the best. After racing on a cold day I have suffered severely with my lungs."

Correspondence.

A CORRECTION.

EDITOR CANADIAN WHEELMAN:

SIR,—I noticed in your excellent paper a paragraph concerning the Rota Bicycle Club, of Toronto, in which it is stated that "it will be composed of members from both the large clubs," i.e., the Torontos and the Wanderers.

On behalf of the latter club, I now write to contradict the statement that members from that organization intend joining this new club. (?)—After a thorough canvass among our members, I cannot find one who has any intention of doing so, but find them all loud in their indignation that rumors should be circulated to injure the club.

I found, however, that there were two riders who were members of the Wanderers, but who long since have been expelled for nonpayment of dues, who have signified their intention of joining this new club, and who will probably prove valuable members.

Yours truly,

"WANDERER."

Toronto, Dec. 29, 1884.

THE CANADIAN WHEELMAN for Dec. has reached us, and is full of interesting news, well made-up and printed.—*Lynn Saturday Union.*

With the Clubs.

THE BELLEVILLE RAMBLERS' BALL.

Among the many successful bicycle clubs which are now formed in Canada, the Ramblers of Belleville are ranked as one of the best and most energetic, as every thing the members have undertaken has been made a decided success, and altogether through their own efforts. The strides made by this organization since it was inaugurated have been remarkable. In May, 1883, there were only six wheels in the city, and only about ten enthusiasts. Nothing daunted, they formed a club, which proved the nucleus of the best wheel club in this part of Ontario. There are now over fifty wheels in the city, and the organization has a membership of nearly a hundred, with fair prospects of their all having cycles in the spring.

During the past season a number of public entertainments have been given, the most brilliant being that of the 24th of May; while the most charitable was the concert, which netted \$103 for the Hospital Fund. The receipts for the year have been \$1,278.78, but so liberal have been the club in sharing their pleasures with the public, that the treasurer's funds amount to less than \$200.

Their last successful entertainment was the ball given at the Oddfellows' Hall on the evening of Tuesday, Dec. 23rd, which was attended by a select party representing the *elite* of the city. The hall was handsomely decorated with evergreens hung around the walls, Union Jacks and Stars and Stripes gracefully intertwined and suspended on the walls, while in each corner of the room a bicycle was placed.

Everything passed off splendidly, and great credit and praise is due the managing committee, composed of Messrs. Corby, Way, Fenwick, Reid, Thompson, Biggar, Retallack and Daly. for the admirable way in which it was conducted.

Shortly after nine o'clock dancing was commenced, and indeed it was a pretty sight to see the fairy-like forms of the ladies tripping the "light fantastic" to the excellent music furnished by the Oddfellows' orchestra, the whole presenting an ever-moving scene of life and beauty. One of the novel features of the ball was the appearance of the members of the Ramblers in their club uniforms, making a very pretty contrast to the evening suits of their guests.

With a programme consisting of thirty sets, with extras, the unsullied enjoyment of the evening proved so great that it was nearly four o'clock before dancing was ended.

Among the visiting wheelmen who were present were Messrs. Hope, of Trenton, O'Flynn, of Madoc, and Vidal, of Sarnia. Of course, there was the usual expressions as to who was the "belle of the ball," the name—Belleville—being very significant that the city is possessed of an unusual amount of beauty and elegance—a fact which is vouched for by all the gentlemen present.

The Ramblers are certainly to be congratulated on their unstinted success in all their ventures, and it is also clear that cycling in Belleville has its army of fair admirers.

Francis Cushing, of Montreal, is the only Canadian representative with the Bermuda tourists.

ARIELS' ANNUAL MEETING.

The annual meeting of the Ariel Touring Club was held in their club-rooms, Albion Block, London, on Thursday evening, 8th inst., with the president, Mr. J. D. Keenleyside, in the chair, and a good attendance of members. The secretary-treasurer's annual report showed the club to be in a prosperous condition financially. Some interesting statistics regarding club runs were presented, showing the total club mileage for the first riding season to be 943 miles, of which the five highest individual records are as follows:

Geo. E. Forsythe.....	709 miles.
James Lamb.....	639 "
J. D. Keenleyside.....	577 "
G. P. Lilley.....	524 "
W. M. Begg.....	499 "

Each of these members have also a private record of about as many more miles. The aggregate of miles made by members in club runs was 6410. The shortest run was 4 miles, and the longest 84; average length of runs, a fraction over 20 miles.

The following officers were elected for the ensuing year: President, George E. Forsythe; Vice-President, J. L. Fitzgerald; Sec.-Treas., W. M. Begg; Captain, J. A. Muirhead; 1st Lieut., Jas. Lamb; 2nd Lieut., J. D. Keenleyside; Standard-bearer, R. J. Osborne; Bugler, C. E. Mountjoy.

An adjournment was then made to Hawthorn's Restaurant, where an hour or two was passed in a very pleasant manner in singing songs, speech-making, and in doing justice to a bountiful repast. The members separated feeling satisfied with their enthusiastic annual meeting, and expressing their good intentions for 1885.

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TORONTO BICYCLE CLUB.

On the race track the Torontos have been more than successful, forty-six prizes being the result of the sport during the season of 1884. They are as follows:

	1st Prizes.	2nd Prizes.
At Newcastle on May 24.....	5	2
" Woodstock on May 26.....	3	2
" Montreal on June 21.....	5	4
" Toronto on July 1.....	5	4
" " " 3.....	2	0
" " " 14.....	1	1
" Brockville on July 10.....	2	0
" Woodstock on August 25.....	4	1
" Toronto on Sept. 6.....	1	0
" Kingston on Sept. 29.....	1	1
" Ottawa on Sept. 31.....	1	0

The prizes were won by the following members: C. F. Lavender (champion), 11 firsts and two seconds; P. E. Doolittle, 7 firsts and three seconds; M. F. Johnston, 4 firsts and 5 seconds; C. J. Campbell, 3 firsts, 3 seconds and 1 third; Jos. Anderson, 1 first; Robert Wilson, 1 first; W. M. Stewart, 1 first; R. T. Blachford, 1 second; A. E. Brown, 1 second; A. F. Webster (captain), two prizes for the best club presentation at Newcastle and Woodstock. The above list does not include prizes won at the club tournament, but only events open to all Canadian bicyclists.

TOURING.

Though there has been no very wonderful road records made in this country, during the last twelve months, there has been a marked increase in the number of organized tours and tourists. We have advocated this sort of riding with such constancy that we are naturally gratified to find our course sustained. Two attempts to cross the continent were made. Stevens succeeded, by dint of hard work and considerable walking, in travelling from the Pacific to the Atlantic, but beyond the slight notoriety he gained, and the reported prospect of an account of his trip appearing in book form, his trip possesses no significance whatever, although it developed the suspected fact that there are great stretches of country where the cycle must for many years to come be at a discount. The professionals, Woodside and Morgan, with visions of great gain, attempted a similar feat, though reversing the starting point, but a failure to realize their brilliant expectations of pecuniary support resulted in an abandonment of the scheme. A new touring country of great promise was opened by Mr. Elwell, and that indefatigable rider, "Karl Kron," who discovered and revelled in the beauties of the Bermudas. The result of this discovery has been the organization of a party to visit these islands during the winter. The Down East tour was repeated over a different route this year, and the magnificent scenery enjoyed, but the pleasure of the trip was somewhat marred by bad weather. Burley B. Ayers and his Chicago friends piloted a jolly party of cyclists from Niagara to Boston with his usual success. The value of these tours is becoming inestimable, as they furnish an ever-increasing fund of information about the topography of the country and the condition of the highways, which, from a wheelman's point of view, could not be attained in any other way. A more careful use of the cyclometer, and a more thorough recording of observations, if disseminated through the medium of the press, would be of great and permanent value. Several clubs instituted and carried out tours of greater or less extent. For instance, the Detroit Club explored the region of Western Ontario, while the defunct Ramblers meandered off with a large party over the more familiar country along the North Shore. The C. T. C. ran over the route of the "Wheel Around the Hub," but the weather was poor, and that historic trip lost some of its charm by undue familiarity. However, the move was a good one, and was the first attempt of the kind by the association to carry out its purpose of encouraging touring. At the meeting held the first night of the trip, at Massapoag, a subscription was started to obtain a fund for the erection of danger signs. A considerable amount was subscribed, but the money has not yet been expended. The tricycle did not figure much on these tours, so we were furnished with no data for comparing it with the bicycle.—*Bicycling World*.

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There seems to be a great probability of employing paid officials for the L. A. W. at an early day, as the duties of the present officers, who perform their work to the satisfaction of all, are becoming far too heavy to be done gratis.

Poetry.

THE CYCLER.

Man's life's a vapor,
 And full of woes,
 He takes a header,
 And over he goes:
 Tears his clothing,
 Hurts his pride,
 And scrapes off sundry
 Pieces of hide;
 Curses his fortune
 For proving so fickle,
 Picks up his hat,
 And picks up his cycle,
 Looks around him,
 Sees people smile,
 Hears gamins shout,
 Which raises his bile:
 Leads his dumb steed by the ears
 Up a lane,
 And in some back street
 Tumbles to it again.

—Southern Cycler.

RACING.

In reviewing cycling for the past year, the *Bicycling World* speaks thus of racing:

The racing record of the year is creditable to a great degree. The end of the year sees us with records equal to, and even better than, those of England, in many instances. That we should more nearly approach the fine performances made by Cortis and Howell, of Victoria's isle, was the hope of many, but none were venturesome enough to predict that we should see them surpassed. The brilliant success of Springfield in the past has led to many imitators, and this year we have seen the multiplication of tournaments, and very many successes.

The Racing Board gave us a new set of rules early in the season, and these did away with the needless red tape involved in the "sanction idea," and introduced many new ideas that the advance in the sport called for. These rules have been condemned by athletes, who have pinned their faith to the athletic rules, and seen nothing but error in any departure from them; but the new rules have worked well, and few changes are expected the coming year, except in the way of additions.

In the late spring came rumors from the west that a surprise was in store for us in the performance of an Ohioan, who had been showing a fast pace in practice. Those who had seen the riding of the winner of the consolation race at Springfield the year before, placed little faith in these rumors, but when Dolph showed his remarkable riding at Philadelphia, it was thought that no man in England or America could down him at Springfield. Then came Hartford and Sellers, and though Dolph did all that was expected of him, and covered a mile in 2.41, beating Cortis's best record, it was little thought that a comparatively unknown man would come over from England and ride a mile in 2.39. One could hardly believe the statement, and still more wonderful was the announcement that on the same day the winner of the 3.20 class race

made a record of 2.49¼. A remarkably still day and a fine track were responsible for these times, and they were proven beyond a doubt.

First in the field among the tournaments was that of Philadelphia. Extraordinary inducements, in the shape of valuable prizes, were offered to riders to enter the races, and a good field of entries was secured, but it was evident to many, from the first, that it was a private speculation, and a money-making affair by individuals, and it did not receive the support of wheelmen generally, and particularly large frowns at the project came from the local riders. The tournament was a failure financially, and in many other ways.

The Fourth of July is the great day for bicycle racing, particularly in New England. Here the local city governments recognize the sport, and in and around Boston especially race meetings are held under municipal auspices. These races are generally scrub affairs, on improvised tracks, but they are nearly always close and interesting, and they serve to awaken an interest in the wheel among a class of people who would not go to a track race, nor otherwise see the fun that can be got out of such a contest.

The more important tournaments of the year were those at Springfield, Hartford, and New Haven. They were made important by the presence of the racing men from England. The visiting teams this year included Sellers, Gaskell, Chambers and Illston among the amateurs, and Howell and James among the professionals. They came covered with laurels won abroad, and returned with new laurels and fairly-won victories taken from American riders. To them great credit is due. We do not begrudge them their prizes nor their victories, but it is with a sigh of regret that we think that they did not see us at our best, and that our crack men, notably Hendee, Dolph and Burnham, were in no condition to meet them, being obliged to withdraw from nearly all the contests that they had entered.

The Hartford tournament started the boom, and the day closed on Sellers' 2.39 and other fine records. Then came Springfield, with its four days of delight, and afterwards New Haven. That the tournament at Springfield was the best on record, no one will dispute, but the results showed conclusively that a four days' tournament is by far too long, and we doubt if we shall see another. Sellers' mile at Hartford, the quarter and the three-quarter distances, were left untouched at Springfield; otherwise the whole list of records to ten miles, both amateur and professional, were broken. The tournament gave us one more argument that the day of the parade is gone by. We are glad to record a financial success this year, and to give the Springfield boys the credit for cancelling the debts contracted the previous year.

Last year New Haven took away many of the records made at Springfield, and we were prepared to see a repetition of this, but it did not come, for the day was not favorable, and the track was poor.

A new feature introduced this year has been the invitation races. Forbidden to hold an open race meeting by the faculty, Harvard led the way in this, and only those who were invited were allowed to enter the races. Philadelphia followed this example in September, and picked out only those racing men that could pass mus-

ter with the Quaker boys. Harvard sent her invitations broadcast, and did little in the way of choosing. Philadelphia, on the contrary, exercised a great deal of care, and no amateur who was at all shady, and no man who was under suspicion of being a "kept amateur," was asked to enter. This threw out the whole English team, and many well-known American riders. The Philadelphia boys argued that racing was interesting, despite fast time, and that a contest which showed a mile in four minutes, if close, is as interesting as one of the 2.39 class not so close. Philadelphia gave us an original idea in the early days of wheeling when she wished to class dealers in bicycles, editors of cycling papers, etc., as professionals. Now she has given us another. We can see where much good can come from the idea, and much harm. It may weed out the kept and the shady amateurs, and make our races genuinely amateur, but, on the other hand, it will take away the magnet that draws the cash to the ticket office. The Philadelphia tournament gave us no records, and it was a financial failure.

Boston followed hard upon New Haven with a three-days' tournament, but the track was poor, and the racing men would not enter. Gaskell and Chambers put in an appearance, and as we had no one to pit against them they bore away all the prizes.

Albany, Louisville, Cleveland and Pittsfield, and many other places, have held successful tournaments.

The year has given us several new tracks, notably those at Springfield, Cambridge and Cleveland. These will compare favorably with any in England, and they mark an advance in racing matters that will soon place us beside the mother country in the way of the accessories to racing.

The League championships were contested at Washington during the meet. They were won as follows: Bicycle, 1 mile, Geo. M. Hendee; 3 miles, B. W. Hanna; 10 miles, John Brooks; 25 miles, Chas. Frazier. Tricycle, 1 mile, G. M. Hendee. The triumph in the one mile bicycle race gave the trophy to Mr. Hendee, as it was his third victory. The other trophies won must be contested for once more, when, under a vote of the League, they will become the property of the winners. The one-half mile bicycle championship was contested at Cleveland, and fell to Geo. Collister. The two and five mile championships usually held in connection with the N.A.A.A.A. were withdrawn, as that association refused to run them under League rules.

Late in the season, and after the close of the tournaments, an attempt was made by Hendee to beat the record of Sellers, 2.39. He failed in the attempt, but took the world's record for the one-quarter and three-quarter's miles.

A tricyclist had his intended out on a sociable the other evening; presently it ran away down hill. In turning a corner the affair was overturned, and the young lady was pinned to the earth, one of the wheels lying heavily across her waist. She was rendered unconscious. When she was released from her perilous position she opened her eyes as consciousness returned, and faintly gasped: "Don't squeeze—me—quite—so hard—next—time—John."—*Cycling Times*.

D. H. COREY IN ENGLAND.

Mr. H. D. Corey, the well-known wheelman and successful racing man of the Massachusetts Bicycle Club, has just returned from a six-weeks' tour on the other side of the pond, during which he visited all the important cycling centres, met most of the prominent amateurs and professionals, and wheeled over many of the most noted roads and all of the great racing tracks in England. In relating his various experiences in that country, Mr. Corey touched upon the subject of road-riding, the following amusing incidents being told by him:

"In regard to road-riders, I think, considering the difficulties Americans have to contend with, they are really superior to the English, who have few of our hills and rough places. The craze for light wheels produces intense rivalry on the road, and results in a process called 'scorching.' I had a taste of it myself. While at Surbiton I went out for a ride with Keene. We took the road for Ripley, which is twelve miles from Surbiton, and is one of the best. The route was lined with cyclists. I had a Roadster, and Keene a Rudge Safety, which he invented, and out of which he can get a rare pace. Indeed, when he spurred no one could get anywhere near us. We passed Claremont, the seat of the Duke of Albany, and also Sanding Park, a great racing place. We arrived at Ripley at 12.30, and put up at 'The Aucheer,' an old-fashioned English inn, very homely, but very comfortable. Ripley is one of the most celebrated cycling resorts in England. About sixty wheelmen sat down to dinner, and we had a jolly time. I met here many of the noted English cyclists, among whom were Cooper, Gossett, Webb, Larrette and Bellows. A large party of us started together for Surbiton, with Cooper and Webb, the crack tricycle riders, on a Humber tandem. This machine, forward, looks like an ordinary bicycle with little wheel in front, which, however, does not touch the ground except when the occupants are thrown forward. The rear seat is behind a Humber bar, by which the tandem is guided. It is said that Cooper and Webb have made ten miles on the tandem in thirty-four minutes.

"Well, we started, and I got my first dose of 'scorching.' Keene told me that they were trying to run me off my legs, and I determined they would not. The pace was tremendous. Five miles from Ripley I took the lead, and made the pace hotter still. I found on the hills I had a great advantage, so I rushed at them as hard as possible. The tandem gradually fell behind, and Keene was content to let myself and two others have it out. Seven miles from Ripley I had a lead of a quarter of a mile, and waited for others to come up. Two miles from Surbiton, Webb and Cooper, who had been saving themselves, dashed ahead, the rest of us in hot pursuit. I caught up with them after we had gone about half a mile, and as we neared Surbiton put on all steam, the tandemites responded, but, cheered by the sight of the Angel Inn, I put in an extra shot for Uncle Sam, and, drawing away, managed to beat them about fifty yards, landing at the Angel almost a corpse. The speed of the tandem is wonderful, and its riders, who are noted 'scorchers,' admitted that

it was, almost without exception, the first time they had been beaten on the road."

Mr. Corey was loud in his praises of courtesies extended him by English cyclists, and says he was well received and kindly treated everywhere.

SIX DAYS' SAFETY RACE AT THE AQUARIUM, WESTMINSTER, ENGLAND.

This event, promoted by the management of the Westminster Aquarium, commenced shortly after 12 o'clock on Monday, ten riders putting in an appearance, Howell, who fell while training, being the only noticeable absentee. The men were arranged in a long single file in the following order: W. Armstrong, "Rudge;" R. James, "Royal Mail;" J. Keen, "Rudge;" J. Birt, "Rudge;" E. Watson, "Rudge;" D. Stanton, "Facile;" D. Garner, "Rudge;" A. Hawker, "Club;" C. Drury, "Rudge;" S. Vale, "Rudge."

A good start was made, Armstrong cutting out the pace, Keen setting a fast pace for the second division. At first, several of the men were very uncomfortable, and one or two collisions occurred, Vale and Hawker coming down, the latter being badly bruised about the back, and then four or five fell all of a heap, but happily escaped any serious injury, Garner's bruises being the worst, while Armstrong, who is much fancied, had fallen back, owing to a loose pedal. Some exciting racing took place during the opening three hours, Keen being especially noticeable for his very careful work, and he reaped his reward in escaping falls; in fact, lookers-on were much impressed with Happy Jack's style, albeit he was not very happy at close quarters. Stanton, who seems quite unfit, fell steadily to the rear with Drury, who lost a pedal in one of the croppers. At the conclusion of the first three hours' work the positions were:

Name.	Miles.	Lps.	Name.	Miles.	Lps.
Vale.....	41	2	Armstrong....	38	5
Birt.....	41	1	Hawker.....	37	8
Keen.....	40	9	Stanton.....	37	1
Weston.....	40	7	Garner.....	36	1
James.....	40	2	Drury.....	31	5

Armstrong turned very giddy, and had to stop, while Garner was very bad from an awkward bruise on the hip, and Drury was very slow, though sticking to it with any amount of pluck. James, if he remains well, will worry the best of them.

After the allotted spell of rest, the start recommenced for the finishing five hours of the day, when Keen at once flew to the front, and set a good pace for the first ten miles, when he stopped to oil up. By 8 o'clock Vale was leading with 67 miles 4 laps, Birt next, a lap to the rear, Weston third, four or five laps further off, and James fourth; but shortly after this a series of spills, in which nearly all the riders took part, served to enliven the proceedings, though none were seriously hurt. Birt and Vale still held the lead, and spurred hard together, and finishing their 100 miles at 10.30, Birt then being two minutes ahead. Sharp spurring between Birt and Vale, the latter having pulled up on the leader, owing to a stoppage on the part of Birt, resulted in the Northampton rider just gaining the honor of being first for the day

on the call of time, both Birt and Vale having covered 107 miles 6 laps, the accomplishment of the race being as follows:

Name.	Miles.	Lps.	Name.	Miles.	Lps.
Birt.....	107	6	Hawker.....	99	7
Vale.....	107	6	James.....	93	0
Weston.....	102	8	Drury.....	88	7
Armstrong..	102	2	Stanton...	78	1
Garner.....	100	0	Keen.....	64	7

The distance covered is remarkable, and points to a big performance being put down to the 48 hours, while as the men have now got "set" to the track, there will doubtless be fewer accidents. Keen is going splendidly, and the executive are doing all they can for the comfort of the men, as well as for the convenience of visitors.

Tuesday night found Birt at 211 miles 9 laps; on Wednesday he was still in front with 321 miles 1 lap; and at the close of Thursday's work he had scored 426 miles 6 laps; Vale still being second, and Weston third. During Friday evening Weston managed to pass Vale, but could not get on terms with Birt, who, when the last day's riding was commenced, stood at 527 miles 8 laps. On Saturday, when the time arrived for a start, but five riders answered to their names, these being Birt, Weston, Vale, Hawkes and Drury. For the first three hours' work there was really nothing to record. All rode steadily, and, with the exception of Vale indulging in a few spurts, the proceedings were decidedly flat and dull, no change occurring in the relative positions of the competitors. Quiet as the first portion of the day's riding had been, there was but little perceptible difference in the amount of interest shown in the evening performance. There was a fairly good number of spectators about the building, but no undue amount of excitement was shown when, at the appointed time (six o'clock), the five remaining competitors formed up ready to start. They went off at a steady pace, and but little change was seen until, at half-past nine, Hawkes and Drury retired from the track. Garner came on shortly afterwards, with the evident intention of waking up the proceedings, and with occasional spurts the race was carried on until eleven o'clock, and when the pistol was fired at the conclusion the board showed a record as follows:

NAMES.	Mond		Tues		Wed.		Thurs		Fridy		Satur.		Total.	
	M.	L.	M.	L.	M.	L.	M.	L.	M.	L.	M.	L.	M.	L.
Birt.....	107	6	104	3	109	2	105	5	101	2	102	7	630	5
Weston.....	102	8	105	2	109	0	106	2	101	0	102	6	620	7
Vale.....	107	6	104	1	106	2	104	3	89	0	103	3	616	5
Hawkes.....	99	7	105	8	89	0	106	2	90	2	69	2	540	1
Drury.....	88	7	96	8	93	7	94	5	85	5	62	7	522	2
Armstrong.....	102	2	68	5	99	8	50	1	18	0	24	1	362	7
Garner.....	100	0	102	3	61	3	13	8	14	5	18	4	310	3

James covered 100 miles, Stanton 94 miles 5 laps, and Keen but 64 miles 7 laps.

Among our many interesting exchanges of this week, THE CANADIAN WHEELMAN especially attracted our attention. It gives eight good-sized pages of closely-printed and interesting matter. The paper is conducted by several Canadian bicycle enthusiasts, and furnishing, as they do, a neat newsy monthly, they deserve the support of every Canadian wheelman.—*Cyclist & Athlete.*

John S. Prince is a brass founder, but makes a livelihood by bicycling.

REFLECTIONS OF A LAMP.

I suppose I am an ordinary bicycle lamp. It is an indisputable axiom that I am also a beastly nuisance. This much I have gathered from my various owners' comments upon my behavior, which I must say have not been of the most complimentary character. I have seen some rare old corks sold and bought in my days; and the following is the way in which the exchange is generally carried on: "Thing isn't worth the money, sir," says the buyer. "But, my dear sir," replies the conciliatory vender, "pray take into consideration the fact that there is a lamp attached to the 'thing.'" "The lamp be blowed; I wouldn't have it as a gift;" and instead of taking me into his consideration the discontented fellow takes me in his hand, and of course severely handles me. But in the world even a lamp plays many parts, and what a peculiarly different position am I in about an hour afterwards! "My very dear sir, I assure you this lamp is a prodigy of illumination: I've used it now for—let me see—I really don't know how long I have used it. But I repeat it's an excellent one." And this the same person who but an hour ago swore at the praise of my poor loveliness!

It's on the highways, and more particularly the byways, that I come in for nearly the whole of my abuse. I have not even the consolation of being in the favor of my owner at the commencement of a dark journey: "Now I suppose I must light this infernal lamp," is what he generally says. Then we arrive at some Macadam roads well worn; I begin not to like the position of affairs, and therefore consider (I am a head lamp as well as a hub) what is the best course of proceedings to pursue, and the conclusion I generally come to is that, without saying a word to anybody, I will very quietly and comfortably go out. It's so soon done, and so easy of accomplishment to me, that really I can never make out why the cyclist will use such horrible language. Horrible is not the word, it is diabolically appalling. I often have, however, friends in misfortune, for I notice that the matches and the wind are frequently included in the list of delinquents who must be brought to their senses.

It used to be a favorite pastime of mine to get myself unfastened, and to drop the oil-can out when no one was looking. How I did enjoy my liege's feelings when he came to ignite me, and discovered that the factor necessary for that operation was deficient, especially when we were some twenty miles from any place where he could replace the lost member. I also am not unused to becoming detached from my moorings and getting jammed in the fork of the machine. You don't know how jolly it is to sail swiftly up from the ground to the fork! My only regret is that I can do it for half a revolution only. Oh! if I could but go round some fifty times, and then when I was getting giddy throw my possessor at my own time! Couldn't I lodge him in a ditch or two, or on some extraordinary stones? Oh dear, no! I should like to get within range of the fellow who introduced rivets. Of course, I shouldn't deposit the whole of my oil on his new coat at all, should I? Once more, oh dear, no! Rivets, indeed! You ought to do without them.

I have just thought of the *creme de la creme* of enjoyment to me. I often manage to bring a minute portion of my anatomy in close contact with a part of the machine that bears me: this produces a prolonged, and to me musical, howling squeak. Doesn't our rider enjoy himself? And isn't it something worth pledging one's soul to see him oiling his back-wheel bearings, his pedals, his spring, his steering, his everything but his lamp, which "can't possibly squeak." And then, too, I discontinue the noise for the distance of a mile or so, and chuckle to hear him sighing softly, I "*think* that's settled him." But oh! ecstasy of rapture, and oh! (to him) excruciating torture! I resume my interrupted symphony, and he has to dismount to make the cheering discovery that he has used up all his oil. The last time I played that little game we were just seventeen miles from any place where there was a chance of purchasing a lubricant.

There is only one danger to myself in the execution of my "nefarious little plans," and that is the fact that they produce such convulsive laughter that I nearly burst my glasses. I have one joke I play always when I have come home at night. My master detaches me from his machine to light him in-doors, and then puts an end to the temporary existence of my luminary in the hall; but as he generally enters the dining-room to see how things are going on, I, as a rule, accompany him. He sets me down on a side table and forgets me. I have a curious habit of retaining my smoke within the precincts of my own shell for the space of several minutes, thus causing the erroneous belief that I am fairly out. But imagine the feelings of my lord's sisters when I begin to eject my vapors in the middle of supper. What a fairy's perfume! And doesn't the wheelman enjoy his last draught, and I wonder how the inferior animals like the make of his irate boots.

Well, I've had a jolly reverie, while the club has had probably an indifferent tea. I'll now prepare to perform all these evolutions once more, so as to get my owner in favor with the fellows whom he asks just to wait a minute while he lights his luminary.

THE BIG FOUR TOUR.

The arrangements of the tour are well under way, and an organization has been partially effected as follows: Burley B. Ayers, manager; F. G. Bourne, N.Y., commander; F. Jenkins, N.Y., general agent; H. F. Fuller, Chicago, secretary; J. P. Maynard, Chicago, quartermaster; Frank H. Taylor, Philadelphia, commodore; W. G. E. Peirce, captain Chicago division; E. G. Whitney, captain Boston division; W. S. Bull, captain Buffalo division; G. R. Bidwell, captain N.Y. division.

These gentlemen, together with G. H. Orr and J. W. Clute, the convoys, will meet at the Genesee House, Buffalo, on Sunday, Jan. 19th, at 9 o'clock, to arrange the entire programme and subdivide the work. We do not hesitate to say that the Big Four Tour will be the biggest thing on wheels, as far as a bushful of fun is concerned, at a moderate expense. The plans submitted contain many novelties in the way of enjoyment that have hitherto been unheard of.

SOCIALS

"Socials" do an immense amount of good. To say nothing of the increase in a club's membership which may result from them, think of the pleasure wheelmen have in new friendships and "fighting their battles o'er again." Men meet who have not seen one another for months, and may not meet for months to come. Club jealousies are cast aside, and all exert themselves with one object in view—to enjoy the fleeting hour while yet they may. In furtherance of this idea, one man expatiates on the latest invention in springs, another holds forth on the excellence of ball-bearings in general, and the perfection of his "Timbuctoo" back wheel in particular. A third deplores the state into which our highways have fallen, or discusses with much vigor the latest development of the Franchise question, solacing himself meanwhile with whiffs of the noxious weed, pulled from the latest monstrosity in pipes, conscious that he is an object of admiration and envy to all who may behold him.—When wheelists meet on an occasion of this kind their talk is, as a rule, of the wheel wheely, and to one unacquainted with the technicalities of the sport, the general impression conveyed is, that wheelmen are a very peculiar class of beings. I know one gentleman who, after hearing a discussion about some race meeting, spent nearly a week in trying to find out how many laps there are in a mile, believing, in his guileless innocence, that a lap was the same distance all the world over—some statutory distance, fixed and immovable as the laws of the Medes and Persians. But industry and persevering curiosity have met with their due reward, and this gentleman is now as ardent a wheelist as ever steered a cycle, and can discourse learnedly on any subject from the Touring Club to a tyre clip.—*The Scottish Empire*.

Those who made the bicycle, on its first appearance, an object for sarcastic and humorous comment, setting it down as a kind of vehicle only made to enable effeminate youths to disport themselves, were mistaken. The "wheel," as its devotees term it, has steadily grown in favor, both on account of its sportive and its useful character. They are now manufactured by the thousand. Bicycle clubs flourish everywhere. It has survived the "craze" epoch and has become as much of a staple, almost, as a shotgun or a fishing rod. It has also given rise to a very excellent and attractive literature, and it is, altogether, doing an admirable work. The movement of a bicycle, when directed by a skilful rider, is about as near the perfect poetry of motion as one can conceive, its flight being on curves of beauty. The rider appears to better advantage than a skater, whose grace of action is somewhat marred by a certain awkwardness of effort with arm and leg. But the bicyclist moves by almost the same muscular play as when walking, and has, therefore, that advantage of appearance. The confidence of entire control gives the rider a special pleasure, for his wheel responds to him as though it were a part of his own physical person. The ease with which obstacles are avoided, the speed with which he flies, the sense of distance rapidly covered by personal effort, the trifle of risk from a "header," the enforced alertness—all these contribute to the rider's elation and pleasure.—*Chicago Current*.

Wheel Tracks.

There are about 3,500 wheels in use in Philadelphia.

Westbrook is giving exhibitions in fancy riding in Nebraska.

Stockton, Cal., has eleven wheelmen; San Felipe has six riders.

Wilmot and Pavilla, the double fancy riders, have dissolved partnership.

The Springfield Bicycle Club are going to build a club-house of their own.

Prof. John Wilson, the champion trick and fancy bicycle rider, was in Cornwall lately.

Prince and Woodside are going to race at New Orleans during the World's Exposition.

It is said that the Sydney (Australia) Bicycle Club took in \$4,500 gate money at a recent race meet.

The Louisville Bicycle Club is trying to arrange a team race, fifty miles, with the Chicago Bicycle Club.

The Baltimore Cycle Club and the Maryland Club of Baltimore entertained all their friends on Christmas day.

Morgan, Eck, and Louise Armaindo are to have a six days' race, eight hours a day, at Memphis, Tenn., at an early date.

Anderson, the long-distance equestrian, proposes to arrange a race at Madison Square Garden, to ride horses against the best professional bicyclists.

The Bay City wheelmen, San Francisco, propose to hold a bicycle meet of their own, and the racers will ride for their friends' amusement and their own glory.

The names of Messrs. H. S. Tibbs and A. T. Lane appear among the table of records as holding the American sociable road records—80 miles made in August, 1883.

Why need we not fear the Yankee?—Because 'ee will always come after the end (Hend-ee).—(A contributor to *Wheeling*.) The writer of the above truthfully styles this as a "puzzle."

A portrait of Louis Rubenstein, amateur fancy skater of Canada, and one of the Canadian Wheelman Co., appears in the New York *Illustrated Sporting and Dramatic Journal* of Dec. 20th.

On the occasion of the marriage of one of the Ariel Touring Club, Mr. James Hodgins, some few weeks since, he was presented by his clubmates with a very handsome water pitcher.

Lord Bury, the president of the National Cyclists' Union, is contributing an article on wheeling in the January issue of the *Nineteenth Century*. It is looked forward to with great interest.

An Englishman recently stated that cyclists never experience the pleasures of cycling until they have ridden a sociable with one of the fairer sex. No doubt opinions differ on that point, though.

Col. Newton, American biologist, while riding a tricycle at London recently, came into violent collision with a cab, and was thrown to the

ground, striking on his head. He died two hours afterward.

A. H. Robinson, better known as "Doodle," has quitted England; in fact, he has sailed for America, not, however, to return "that medal," but goes farther south, much; his destination is the Panama Canal.

A negro witness in Macon, Ga., testifying in a bicycle case, gave this as the result of his observations: "If you ride slow, you turn over yourself; if you ride fast, you turn over somebody else." That nigger knows something.

J. W. Lambert, of Union City, Ind., rides the largest wheel in the country—64-inch American Club. Indiana also claims the champion heavy-weight. His name is John Holland, he rides a 56-inch wheel, and raises the beam at 240 pounds.

The Citizens' Club of New York has a membership of eighty-six. Among its ranks are five lawyers, three journalists, three dealers in bicycles and tricycles, two physicians, one Catholic priest, one dentist, three leather merchants, and three soldiers.

The bicycle dude is dying out. The animated hairpins who part their hair in the middle and squint through a single eye-glass are now termed "Sooners," because they would sooner be what they are not than what they are—idiots.—*Turf, Field and Farm*.

The glory of Louisville as a cycling centre has been rapidly fading away. Not many years ago it had a grand reputation in the wheel world, and was among the first of the cities to lay down an exclusive bicycle track. Jenkins, Franke, Schimpeler, Moran and Armstrong were names well known to wheelmen.

Messrs. Rudge & Co. recently presented those famous dwarfs, General and Mrs. Mite, better known, perhaps, as the Midgets, with a miniature of the "Coventry Convertible." The driving wheels are 20 inches only, and the weight but 24 lbs. The machine is a most perfect model and a marvel of ingenuity.

T. W. Eck is making arrangements to take five other bicyclists with him to New Orleans for a six weeks' engagement at the World's Fair, where a six-lap board track is to be built for them. The party will include Mlle. Louise Armaindo, Messrs. Eck, Prince, Higham, Woodside and Morgan, and they will give a long series of bicycle and tricycle races, with exhibitions of fast riding, each day.

A final decree was entered by Judge Blodgett on the 15th December in the equity suit of the Pope Mfg. Co. vs. J. M. Fairfield. The Court found that the defendant had violated a license granted by the company, and ordered the payment of damages and costs and a perpetual injunction restraining him from violating in future any of the agreements in his license.

Gaskell, who visited the Springfield meet, has won prizes valued at \$4,500. His 18 American prizes aggregated \$1,500. Speaking of this gentleman, calls to mind a very sad occurrence. He was entered in a race at Leeds, and Mr. Gaskell, sen., decided, unknown to his son, to see the sport. The poor old gentleman was troubled with heart disease, and during the race

became so excited that he dropped dead at the moment his son rushed first past the post.

The manufacturers of a new class of bicycle at home have taken the liberty of naming it after our lordly marsupial, the Kangaroo. All I can say is, that unless this new machine can clear a "three-railer," or rip up annoying dogs with as much ease as its noble namesake, I shall stick to the present orthodox cycles. If such inventions continue to bore the public, then I may be tempted to bring out the "Emu," and if it does not possess the staying and speeding powers of this wiry bird, then I shan't press the public to purchase. My word, bright times are in store for us, for then, and not till then, will cycling be perfected.—*Australian Cycling News*.

What a golden opportunity the manufacturers of patent medicines have lost in not catching the cycling trade, which ought to prove enormous, especially among beginners, by not advertising in the cycling press. Some of those interesting little anecdotes, such as, "Did he die?" or "He lingered," or about some noted flier taking their patent medicine when training for a race, in which, when it had taken place, he was all broken up by a header, and only recovered by steady use of the "Own and only greatest patent medicine on earth." They may be heard from yet.

A story is going the rounds that Armaindo and Morgan rode against horses in a small town in Missouri. The "only Eck," who was with them, arranged a scheme to fill the general purse. Arriving in town, the machines were conveyed quickly to a hotel and locked up from the gaze of curious sight-seers. To the hotel proprietor, a fat, good-natured, but very curious fellow, they "only" vouchsafed the information, as a great secret, that the machines were geared, so that one revolution of the pedal caused two of the wheels, and by that means the horses would easily be defeated. Ten minutes later, the proprietor, boiling over with importance, imparted the valuable information to a friend, who told another friend, and so on, in the old-fashioned way, until every one in town knew all about it. Great anxiety to back the bicycles was shown on the track next day, and "Eck" scooped in what little was to be had, while Morgan and Louise were getting left the length of a street.

Phil Hammel, one of the fliers of the Chicago Bicycle Club, has made himself a professional by making a pace for Woodside during his fifty-mile race on Dec. 8th, at Chicago. Immediately after the information reached Boston that Woodside had been accompanied by Hammel, Mr. Abbot Bassett wrote to Mr. J. O. Blake to warn other amateurs against competing with him. On inquiry, however, it was discovered that Hammel did not ride with the intention of making the pace, but merely for exercise, and that the greater part of the time he rode behind Woodside. Furthermore, this was not a public exhibition where gate money was charged. Mr. Blake has written Mr. Bassett explaining the matter fully, and has requested him to telegraph his opinion at once. Meantime Hammel remains under a cloud. At the head of a list of signatures certifying that the facts stated above were correct, and prepared by J. O. Blake, appears the name of N. H. Van Sicklen, another flier who divides honors with Hammel.

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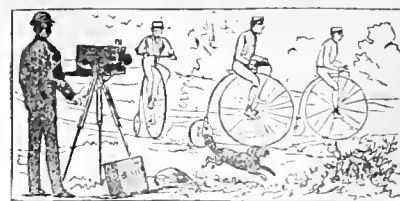
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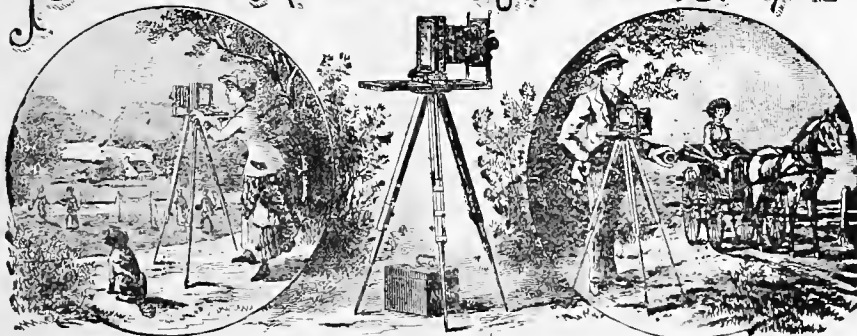
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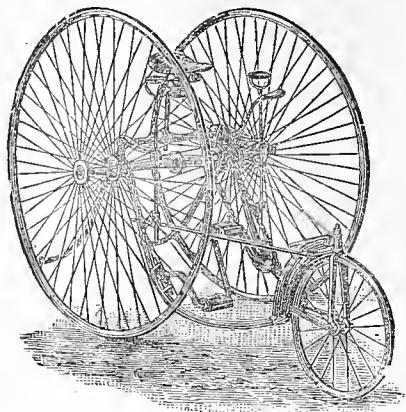
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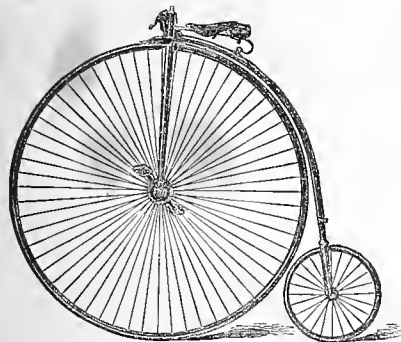
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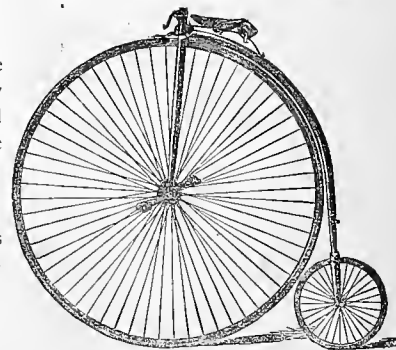
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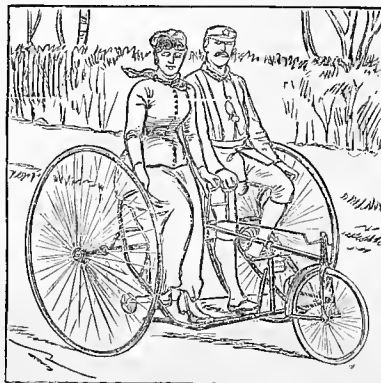
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VOL. II.

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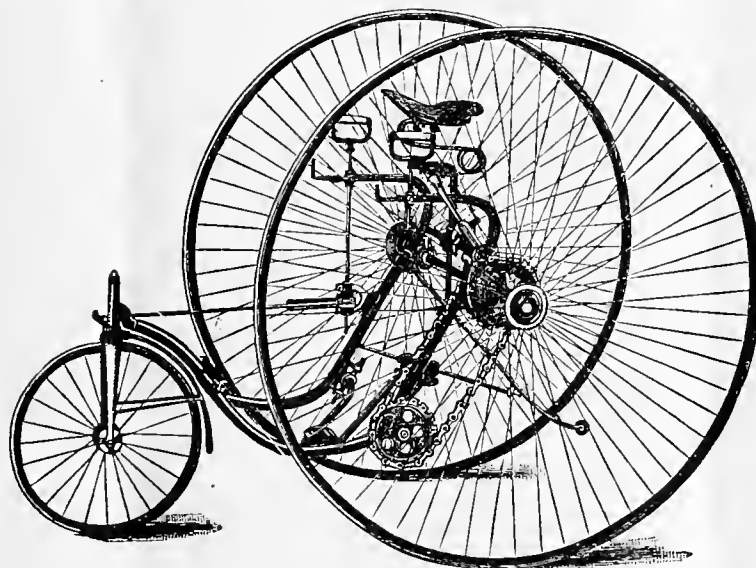
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The robin and the bluebird are busy tuning up for Spring; the squirrels' stock of nuts is about exhausted; the song of the woodpecker will soon be heard in the land, and we are filling our premises with everything in the Cycling line, from a nut of a spoke to a full-nickelled Rudge, so as to be ready for the first streak of road that shows itself through the snow. We will only chalk down on our bulletin board the following for this month, reserving a full page of the WHEELMAN for March in which to illustrate by cuts and more lengthy reading matter what we have in stock.

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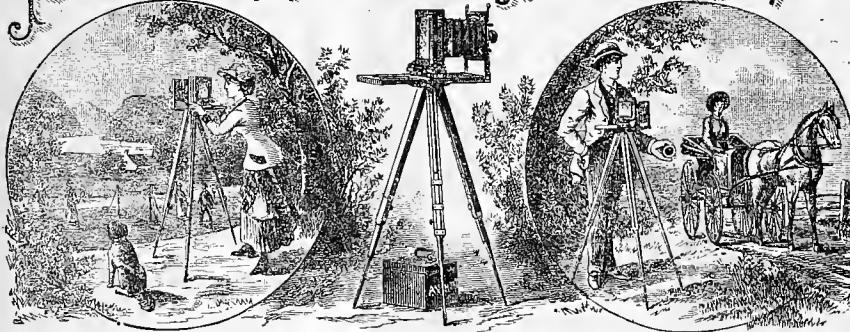
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All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
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THE L.A.W. MEET.

Between the L. A. W. and the C. W. A., so far as we could ever see, there has always existed a most friendly feeling, and it is with great regret that we have noted the rise during the past few weeks of a controversy which, if persisted in, will eventually bring about a strained relationship between the two bodies that will be hurtful to both. We will briefly state the facts.

The "Big Four" is the name used to designate a number of wheelmen in the cities of Chicago, Buffalo, Boston and New York, who intend, in imitation of the Chicago tourists of the past two years, to set out from the city of Buffalo on the 6th of July on a two weeks' ride through Canada and New York State. In order to accommodate these gentlemen, it has been proposed by some of the leading spirits among them that the League meet be held in Buffalo on the 2nd and 3rd of July. Well, nobody objects to the holding of the League meet in Buffalo. In fact, with singular unanimity the wheelmen of the States have taken to Buffalo with a friendly feeling, and, without regard to sectional prejudices, seem to have settled that that city is the only available place for the meet of 1885. There is, however, one feature in this invitation which the Buffalo club, guided by "Big Four" influence, has extended to the Board of Officers of the L. A. W. Heretofore, invitations have been given without any mention of a date, leaving that to the officers to choose; and they have, on each of the few former occasions, selected the last two days in the month of May as the most suitable. Of the wisdom of this selection there can be no shadow of a doubt. It gives ample opportunity to adjust and reorganize the working of the League early in the wheeling season; it makes the parade and races contemporaneous with the annual business meeting, which, according to the By-laws, must be held before the close of the League year, which is set down as the 31st of May; and lastly, it leaves wheelmen free to employ themselves in any way they may see fit on the 4th of July, which is the date principally

mentioned in opposition to the last of May, as on that day nearly every town in the Union has some celebration, in which bicycle races are included. Yet the wheelmen of Buffalo, regardless of the position in which they place the L. A. W. officers, have extended an invitation for the meet, taking upon themselves to set a date. And this is where the matter becomes of interest to Canadian wheelmen—a fact which does not appear to have escaped the attention of the Secretary of the C. W. A., and it is to the controversy now going on in American wheel papers over the action taken by him in the matter to which we refer. Mr. Donly readily saw what would be the consequences to our meet in the holding of the L. A. W. meet in a place so readily accessible to Ontario wheelmen as Buffalo, on dates so close as July 2nd and 3rd would be to the date of our meet. Had it been customary to hold the League meet at this time of the year, of course it would be necessary for the C. W. A. to put up with the rivalry of the L. A. W. in silence, and let our meet stand on its own merits. But to have the League change its date to one that would clash with, and detract from, ours, and come and hold it just over our line fence, was regarded by Mr. Donly as a most unfriendly action, and one that should meet with hasty antagonism from Canada; and we think that no right-minded man, be he of the C. W. A. or the L. A. W., will fail to consider Mr. Donly in the right when he wrote to the *Bicycling World* and *New York Wheel* reminding the Board of Officers of the L. A. W. of what the selection of July 2nd and 3rd at Buffalo for the meet would entail, so far as Canada was concerned. For our own part, we think Mr. Donly acted promptly and in the interests of the C. W. A., and that he should be upheld by the Association. We desire to maintain friendly relations with the L. A. W., and we are confident that the bulk of the members of the L. A. W. are of a similar mind towards us; but if their officers, in face of Mr. Donly's protest, accept the invitation of Buffalo, as it now stands, their action should meet with the strongest condemnation, and be taken as an open declaration of war.

It is especially interesting to read the different replies which Mr. Donly's letter has evoked. The *Bi. World*, by far the most influential wheel organ in the States, gives it importance as a strong argument why the date of the meet should not be changed. The *Wheel* takes three columns of its editorial page to answer it, and leaves its principal argument, viz., the injustice to the C. W. A., unanswered at last. The *Wheel* is edited by a gentleman prominently connected with the Big Four, which explains its course. The *Cyclist and Athlete*, another *Big Four* paper, also sees no reason why the C. W. A. should be considered; while Mr. W. S. Bull, of Buffalo, consumes three columns of the *World* to extol the advantages of Buffalo, and in a vain attempt to bury Mr. Donly beneath a torrent of withering sarcasm for doing what was eminently his duty. The whole thing, to our mind, is this: if the L. A. W. officials, to accommodate a mere handful of pleasure-seeking tourists, desire to put itself out by disturbing the existing order of things, they have a perfect right to do so; but

it can only be done, in this case, to the injury of the C. W. A., and will entail, very properly, the enmity of that Association, which, though Mr. Bull may affect to despise, is less valuable to the L. A. W. than its friendship.

EDITORIAL NOTES.

The Woodstock Amateur Athletic Association are first in the field with their tournament for Queen's Birthday.

We wish to draw the attention of advertisers to the fact that our advertising space is rapidly being filled up, and that the first applicants will be allowed the best spaces.

Our thanks are due the Springfield Bicycle Club for their kindness in sending a complimentary invitation to attend their fourth annual concert, exhibition and ball, to be given Feb. 23rd, which will undoubtedly prove a success, as all their undertakings are.

One of the difficulties which will be met with by Canadian cyclists who are anxious to attend both the Annual Meet in Montreal and the Big Four Tour is the fact that three weeks' holidays will be required to embrace them both, and very few young men in business are able to procure holidays of such a length. Several propositions have already been made, the following one being very plausible: After attending the Montreal meet on July 1st, return to Buffalo to the L. A. W. meet and join the Big Four Tour, accompanying them as far as the Thousand Islands, which point will be reached by Saturday, 11th July, thus enabling wheelmen to return to their homes inside of the required two weeks. Any other plans proposed in connection with this important tour will be given publicity with pleasure.

Karl Kron expects to exhibit, in the February issue of the *Springfield Wheelmen's Gazette*, a geographical summary of the localities representing 2400 subscriptions to "X.M. Miles on a Bi,"—similar to the article which he supplied for the May issue of the same journal, showing the distribution of the 1000 subscribers then pledged. He informs us that the enrolment of his foreign supporters, at the end of December, stood about as follows: Australasia, 36; England, 35 (all but ten of them Londoners); Scotland, 2; Ireland, Holland, Sweden, Germany, France and Mexico, each a single representative. Bermuda supplies 3 names; New Brunswick, 4; Nova Scotia, 39 (including 17 at Halifax); Ontario, 74,—making a total of 120. Quebec has not yet supplied a single subscriber. The "Special list of hotels where the look may be found" (arranged alphabetically by towns) now comprises nearly a hundred names, but the entire Dominion supplies only half a dozen of them, and four of these are in Nova Scotia.

Judging from their advertisement, Chas. Robinson & Co., of 22 Church street, Toronto, evidently mean business. It is certainly a gratifying evidence of the rapid growth of wheeling that a new firm should find a field for a large business after having only been in existence for a season or two.

Our Racing Men.

C. F. LAVENDER,

ONE MILE CHAMPION OF CANADA.

The subject of this sketch was born in 1856, in Cardington, England. In 1875, he entered the service of Messrs. J. & F. Howard, of Bedford, and assisted in constructing one of the first bicycles of modern times, weighing 60 lbs. In 1876, Mr. Lavender was one of six who formed the Bedford Amateur Bicycle Club. In the fall of the same year, the B. A. B. Club held a race meeting, where he secured one second and one third prize. This was his first appearance on the cinder path. In the same year he joined a party in touring 5000 miles. In 1877, he won two or three handicap races and the championship of Bedfordshire, which he held up to the time he came to Canada. In 1878, there was a marked improvement in both style and speed, he succeeding in winning some important races, but doing very little riding in 1879 and 1880. The following year (1881) was undoubtedly his best year. He was riding in splendid form, winning all his races in fast time. On the 17th March, 1883, Mr. Lavender sailed for Canada. Before leaving Bedford, the B. A. B. Club presented him with an address, wishing him success in the country he was going to. Making Toronto his home, he became, in May, 1883, a member of the Toronto Bicycle Club, but did very little riding till 1884, his first event being on the 24th May, at Newcastle, where he secured one first and one second prize, the latter being a five mile handicap, in which Fred. Campbell, of the Toronto Bicycle Club, won by about twenty yards. At Woodstock, on the 26th May, he took three *firsts* in a style which created quite a sensation. On the 14th June he made a successful beginning in Toronto, winning the one mile race at the Bank sports with ease in 3.14.

Mr. Lavender's style and speed, as shown up to this time, had made a favorable impression, and there were some who doubted his ability to cope with the champion (W. G. Ross, of Montreal), but the Toronto Club had sufficient confidence in his ability to send him to Montreal for the Montreal races on the 21st June, where he succeeded in winning the two events he entered for—namely, the one and five miles, beating Mr. Ross in the former.

The next important event in wheel circles in Canada, it need hardly be said, is the annual meet of the Canadian Wheelman's Association, and the most interesting races of that meet are the one and five mile championships. The interest in these was greatly increased by the result of the Montreal races. The meet took place at Toronto on 1st July. In the one mile race Mr. Lavender again beat Mr. Ross, winning for himself the title of champion, in 3.09, which lowered the Canadian record for that distance. Mr. Ross had his revenge in the five mile race, beating Mr. Lavender, and retaining the championship for that distance. The Toronto Lacrosse Club offering a valuable prize for bicycle competition on the 3rd July, again brought these gentlemen together in a one mile race, where the first place again fell to Mr. Lavender in 3.06, again lowering the record.

Mr. Lavender's next performance was in Woodstock, on 25th August, where he won three *firsts*, lowering the record to 3.05. The Woodstock tournament ended his racing career for 1884, as, while competing in a two mile open event in Buffalo on the 27th August, he was thrown by a "Star" machine, breaking his arm in two places, consequently preventing him taking any part in the Toronto Bicycle Club races on 6th September, or any races since. Mr. Lavender, when racing, keeps a very cool head, and uses his judgment to good advantage. His successes do not make him over-confident, and his modest and retiring demeanor wins him friends wherever he goes. He is 5 ft. 7 in. in height, weighs 130 pounds, and rides a 54-in. "Invincible." He has never yet trained strictly for any event. Mr. Lavender has won eleven *firsts* and two seconds during the season of 1884. We are glad to say he has almost entirely recovered from his late accident, and we hope he will take part in the races of this coming season.

THE BIG FOUR BICYCLE TOUR.

A meeting of the managers of the Big Four Bicycle Tour was held at the Genesee Hotel, Buffalo, on Jan. 18th, to perfect organization, elect officers, and settle upon the route. The following were elected: B. B. Ayers, Chicago, manager; Fred. G. Bourne, New York, commander; Frank H. Taylor, Philadelphia, commodore; F. Jenkins, New York, general agent; H. F. Fuller, Chicago, secretary; J. P. Maynard, Chicago, quartermaster; G. R. Bidwell, New York, captain New York division; W. G. E. Peirce, Chicago, captain Chicago division; E. G. Whitney, Boston, captain Boston division; W. S. Bull, Buffalo, captain Buffalo division; Geo. H. Orr, Toronto, Canadian convoy; J. W. Clute, Schenectady, Mohawk Valley convoy; H. R. Bryan, Hudson, N.Y., Hudson River convoy. The route selected is as follows: Leave Buffalo July 6th, wheeling to Lockport, N.Y., for dinner; thence to Medina, N.Y., for the night; next day, through Albion to Rochester; next day, wheel down the Genesee River to Charlotte; thence by steamer across Lake Ontario to Cobourg, Ont.; next day, wheel along the north shore of Lake Ontario to Belleville, one night, and to Kingston by the next evening. Thence the party will take steamer to the Thousand Islands, spending three days among the Islands in canoeing, sailing, steamboating and fishing, per programme arranged, under guidance of Commodore Taylor. From the Thousand Islands the party will take evening train for Amsterdam, N.Y., thence wheeling down the Mohawk Valley to Albany, N.Y. From Albany wheel first day to Catskill, and next day to Poughkeepsie, along the bank of the Hudson River; afternoon boat will be taken from Poughkeepsie down the Hudson to West Point for the night. Next morning's boat will convey the party to Tarrytown, from which point New York city will be made before noon, on bicycle.—Elaborate arrangements are made for enjoyment all along the route. Hops, receptions, canoeing and bicycling will furnish the elements for a grand two weeks' sport. Full illustrated circular is now being prepared. Arrangements for one hundred tourists will be made. For information connected with the tour, address the manager, 56 Kinzie street, Chicago.

Literary Notes.

The February issue of *Outing* shows the substantial excellence that the public have learned to expect from this charming magazine. The leading paper describes, under the title, "The Mont Blanc of Our Switzerland," the experiences and observations of Mr. J. R. W. Hitchcock among the glaciers, the canons, and the snow-covered spurs which lie hidden within the dense forests surrounding Mount Tacoma, in Washington Territory, and is accompanied by spirited illustrations from the pencil of Mr. Henry Sandham. The present popular interest in New Orleans, makes especially timely the entertaining paper by Mr. Norman Walker, on "Out-door Life in Louisiana," in which the various delights of that "paradise for the sportsman" are pleasantly set forth. Mr. Walker mentions, as one evidence that New Orleans has yet something to learn in these matters, that all its out-door clubs are thus far "bound by the Salic law, and refuse to admit women." Mr. K. C. Atwood contributes a bright sketch of a cruise by the Pelican Canoe Club down the Merrimac, which is well illustrated by F. Childe Hassam. "His Majesty's Ultimatum," by Louise Stockton, is a strong and interesting love story, the scene of which is laid in the Fiji Islands. "The Luck of Canadago Camp" is a readable camping sketch, with excellent illustrations. The winter element is introduced in an interesting paper on "Snow-shoeing in Canada." Maurice Thompson's "Tangle-Leaf Papers" are continued. A practical paper on the construction of model yachts, by Capt. R. B. Forbes, a veteran yachtsman of Boston; a lively account of a bicycle run from Hartford to Boston; an entertaining description of the Kennebec tour of last summer, and several clever poems, together with the usual well-filled departments, make up a number that well sustains the reputation which *Outing* has gained.

BOOKS RECEIVED:

The Canadian Pacific Railway. By Philo Veritas.—An Appeal to Public Opinion against the Railway being carried across the Selkirk Range, that route being objectionable from the danger of falls from Glaciers and Avalanches, etc. Montreal: W. Drysdale & Co. Price, 25c.

THE EDUCATIONAL WEEKLY.—In answer to several inquiries, we are pleased to announce that arrangements have been made whereby *The Educational Weekly*, Toronto, and THE WHEELMAN may be procured for \$2.25 per annum.

AS OTHERS SEE US.

The handsomely-printed CANADIAN WHEELMAN comes out for January with its usual style, and the contents are very readable, and, when selected, well selected. A paper so good at this time of the year ought to develop into a first-class periodical when the weather opens out once more, and cycling resumes its whirl.—*Toronto Mail*.

The typographical appearance of THE CANADIAN WHEELMAN compares favorably with that of any cycling publication, being also well edited.—*Sporting and Theatrical Journal*.

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HAL. B. DONLY, Simcoe,
Sec.-Treas. C.W.A.

Winnipeg Club, add 1—B 0565, A. J. Darch.
Toronto Club, add 26—

B 0646, W E Carswell	B 0659, Arnold Morphy
B 0647, T Robertson	B 0660, A Rumsey
B 0648, A Morris n	B 0661, Albert Horton
B 0649, C E Maddison	B 0662, A E West
B 0650, Guy Warwick	B 0663, A Watson
B 0651, J F Wilson	B 0664, AEGooderham
B 0652, T E Aikenhead	B 0665, H S Knowles
B 0653, Chas Warwick	B 0666, Frank Veigh
B 0654, E B Fréland	B 0667, J O Patterson
B 0655, Geo Warwick	B 0668, — Hime
B 0656, Jas Pearson	B 0669, F M Knowles
B 0657, H A Collins	B 0670, A B Eadie
B 0658, Thos Bengough	B 0671, W Goulding

TREASURER'S REPORT.

For the information of members, we submit herewith an abstract statement of the Association cash-book on the first of this month.

The Canadian Wheelmen's Association in Account with Hal. B. Donly, Treasurer.

1884. DEBITS.	
July 1—To Amount on hand	\$ 59 56
Sept. 15—" Cash from Meet Committee...	111 36
1885.	
Feb'y 1—" 310 Subscriptn's	155 00
	\$325 92
1884. CREDITS.	
July 27—By 3000 Certificates	
1885. (Free Press)...	\$ 29 00
Jan'y 29—" W. G. Eakins, on Sec's Testimonial...	20 15
Feb'y 1—" Postage...	7 60
—" Express...	0 60
—" Exchange...	1 00
—" Stationery...	2 10
—" Roll Book...	10 50
—" Assistance...	1 25
	\$ 72 20
Balance on hand...	253 72
	\$325 92

The balance in the hands of the Treasurer of \$253.72 is certainly a most gratifying one, when we come to consider the amount of work to be done upon the small membership fee of 50 cents per annum. There is outstanding an account of some \$20 for stationery and printing; while to offset this, there is nearly a like sum still due

from the Guide Book advertisements. It might be necessary to say, in order to explain one item, that of the Secretary's testimonial, in the above account, that no money has been received by the treasurer on account of Guide Book advertisements. It was received and held by Mr. W. G. Eakins; out of it he paid for the maps and other expenses incurred by the editors of the book. The balance remaining in his hands he applied upon the grant made by the Board to the committee appointed to purchase the present for the Secretary. At the end of the Association year, when Mr. Eakins and the Treasurer balance their accounts, the Treasurer's books will show all the transactions complete.

OUR CONSULS.

The term of office of the Local Consuls expired on the 31st of December last. The list of those appointed to serve for this year should appear in this number of THE WHEELMAN; but in this frozen season it has been found slow work getting anything done. In the next issue, however, we hope to give complete lists for all the districts of the gentlemen who are to serve during 1885 in this important capacity. We sincerely hope that those who are selected will decline to accept office unless they mean to perform its duties. It seems to us that the success and life of the Association depends almost entirely upon the Consuls. If they are active, energetic, alive to their duties, the Association prospers in their locality; if they are willing to let things run themselves, careless and indifferent, their club might as well be out of the Association. We look upon the Consuls as the outposts of the army of wheelmen. It is to them the C.W.A. must look for its progress. And now, in entering upon a new year's wheeling season, that promises to eclipse the record of all other years, we would urge upon every Consul to be earnest, vigilant and active. Push forward the borders of our Association with might and main. Out of the three thousand wheelmen of our Dominion, it is not creditable to us to be only able to claim 600 as members of the C.W.A. Large clubs in many parts of the country still remain outside our pale. It is the duty of the nearest Consuls to besiege them in and out of season with reasons for joining. A little judicious canvassing on your part, gentlemen, and our membership will quickly be doubled.

OUR MEMBERSHIP.

The membership of the Association is at this date composed as follows:

Forest City, London	0	Ingersoll	8
St. Thomas	22	St. Catharines	21
Simcoe	20	Strathroy	9
Torontos, of Toron.	99	Listowel	6
Wanderers, of "	50	Paris	16
Brantford	19	Winnipeg	28
Woodstock	49	Carleton Place	8
St. Marys	5	Seaforth	12
Royal City, Guelph	15	Napanee	11
Hamilton	21	Stratford	10
Ottawa	14	Berlin	8
Montreal	81	Norwich	9
Newcastle	15	Belleville	33
Ariels, of London	20	Unattached	11
Goderich	15		
Kingston	19	Total	662

Correspondence.

KARL KRON'S REPORT.

Editor CANADIAN WHEELMAN:

The regular monthly reports which I have despatched to-day to the *Australian Cycling News* (Melbourne, Vic.) and the *Bicycle* (Montgomery, Ala.), give assurance to the dwellers in those warmer latitudes that the roads and weather of the New York region are still favorable to wheeling, for there is no snow on the ground now; and the interruption thus far made by winter storms have been inconsiderable. The manager of one of the bicycle agencies here tells me that he found very fair riding on Thursday last, when he covered thirty-three miles; but I presume he found few wheelmen on the road.

I myself traversed thirty-three miles on the 9th and forty-five miles on the 17th of December, amid light flurries of rain and snow; and then, on the 24th, in a heavy snow storm, I accomplished a final seven miles, in order to bring my machine home to the University Building and house it for the winter. I decided to do this, not because I believed there would be no more good weather for riding, but because I knew I had no right to spend any more time in this way, or to take any risk of disablement until after completing the task of securing 3000 subscribers and publishing my book.

The roads of this region, as I have said, are now fairly ridable; but I am kept off from them by pressure of hard work, and I assume that most of the other cyclers are kept off from them by pressure of the more attractive social pastimes and pleasures which are peculiar to winter. Hence the most important local "event" of the month in the shape of wheeling is that of the 22nd of January, when Mr. F. A. Elwell, of the Portland (Me.) Wheel-Club, intends to sail from this port with a party of fifteen cyclers, for another trial of the coral roads of that "ocean paradise," which he and I found to be so attractive when we explored them together in March of last year. The party will make the acquaintance of each other by a dinner at the Astor House, three hours before sailing; and I hope to meet them then and congratulate them on the pleasures they are about to enjoy.

Apropos of their departure, I have persuaded the editor of the *Springfield Wheelmen's Gazette* to give four solid pages (upwards of 8000 words) of his January issue to the description of Bermuda and its roads which I have prepared for the twenty-fifth chapter of my "Ten Thousand Miles on a Bicycle." I rather expect, also, to have some reprints made of these pages, in order that when I begin my canvass among English wheelmen I may inclose with my other circulars this specimen chapter, to show the general literary quality of the proposed volume. It will at least open their eyes to the truth that "the great American road-book" does not restrict its scope to Yankeeeland, but devotes one of its most elaborate chapters to the "Western Gibraltar," over which the British banner has been flying uninterruptedly for 250 years.

To-day finishes the fiftieth week of my canvass with 2301 pledges enrolled. Perhaps I may be able to close the year's record, a fortnight hence, by showing an average enrolment of 200

pledges a month; but I have abandoned all idea of getting the book out earlier than April,—and perhaps it may not appear till June, or a year later than originally planned. My last hope of prompt publication vanished when “the trade” failed to respond to the appeal which I spread out on the 125th page of last month’s *Springfield Gazette*. I said that if each man in America who has a pecuniary interest in the increase of cycling would subscribe for even two copies of the book at a dollar each, my guarantee fund of \$3000 would be at once completed, and I should be enabled to issue the book in season to give a boom to their spring business. In addition to this, they would not only clear a dollar directly by selling the two books at the retail price of \$1.50 each, but would secure for themselves a valuable permanent business card, by getting their names and addresses inserted in my “special trade directory of agencies where this book may be bought or consulted.” So slow are tradesmen in grasping a new idea, however,—no matter how advantageous it may be to themselves,—that only a half-dozen responses (covering fifty copies of the book) have yet come to me from the *Gazette’s* efforts in my behalf. I seem, therefore, condemned to the necessity of making personal presentation of the scheme to the tradesmen, as well as to the other laggards; and, working single-handed in this way, I cannot reasonably expect that the last quarter-stretch in my race for 3000 names will be a very speedy one.

KARL KRON.

Washington Square, N.Y.,
Jan. 10, 1885.

[We regret that our esteemed correspondent’s letter came to hand too late for insertion in January No.—ED.]

With the Clubs.

WOODSTOCK BICYCLE CLUB.

At a regular meeting of the Woodstock Bicycle Club, the following members were elected officers for the current year:

President.....J. G. Hay.
Vice-President.....F. Scott.
Sec.-Treas.....J. G. Macoun.
Captain.....W. A. Karn.
1st Lieut.....S. Woodroffe.
2nd ".....H. Williams.
Standard-bearer.....J. Scofield.
Bugler.....W. S. Hurst.

This club is now in a flourishing condition, having upwards of fifty actual riders, and an asphalt track said to be the finest in the Dominion.

TORONTO BICYCLE CLUB.

The annual meeting of the Toronto Bicycle Club was held on Monday evening, 9th inst., at the Rossin House. The chair was occupied by Vice-President R. H. McBride. The meeting was largely attended and very enthusiastic. The statistics for the past year show that the club stands second to none on the continent, which is creditable not only to those who have been instrumental in bringing about this happy result, but to the city whose name they bear.

The membership, which is already very large, is steadily increasing.

The principal business of the evening was the election of officers for the ensuing year, which resulted as follows:

President.....W. B. McMurrich.
Vice-President.....C. E. Lailey.
Secretary.....A. E. Blogg.
Treasurer.....J. F. Lawson.
Statistical Secretary.....W. H. West.
Captain.....A. F. Webster.*
1st Lieutenant.....Charles Langley.†
2nd ".....W. H. Cox.
3rd ".....F. M. Knowles.
Bugler.....W. H. Brown.
Com. of Management.Messrs. Blachford,
Tubby, Ryrie & Campbell.

Mr. Blachford moved a vote of thanks to the retiring officers, especially mentioning the President, Mr. Boustead, and the Vice-President, Mr. McBride, both of whom had been members of the club since its inception, and whose names were inseparable with the club’s history. Mr. Webster, in seconding the motion, said that Mr. Boustead was one of the charter members, and had assisted the club very much. With regard to Vice-President McBride, he had been intimately connected with him in his bicycling experience, and he deeply regretted that he should find it impossible to continue connected with the club in an official capacity. He thought the club was losing one of its most faithful servants. The motion was carried in an enthusiastic manner.

Mr. McBride said he was very much flattered by the kindly way in which his name had been mentioned by Mr. Webster and the mover of the resolution. He gave a short history of the club, which he said was formed in 1881 with a charter membership of seven or eight. Since that time it had steadily increased until it occupied the proud position it did to-day. He was sorry that, through force of circumstances, he had been compelled to withdraw from official connection with the club, but his business was such that he could not spare time to take an active interest in club matters. The club had made great strides during the past year, and he saw no reason why it should not progress even in a greater ratio during the coming season. He hoped the members of the Toronto Bicycle Club would never do anything that would tend to lower them in the eyes of the respectable and moral portion of the community. He was entirely opposed to Sunday riding (of course each individual could act for himself in that matter), but he hoped that the club, as long as it was in existence, would frown upon Sunday riding, as a club. He closed by wishing success and prosperity to the T.B.C.

WINNIPEG, MANITOBA.

Here we are in a country of snow and frost, waiting for the return of the balmy days of spring to mount our wheels and again stretch our legs (pardon, limbs) by a spin over our matchless prairie trails. While waiting for this, we have not been entirely idle. Our club-hall has been fairly well patronized by the more enthusiastic wheelmen, and as late as Dec. 6th we enjoyed an out-door spin. The boys gath-

* Re-elected by acclamation. † Elected by acclamation.

ered and had a two hours’ spin on the pavement. The night was pleasant, the moon bright, and all agreed in saying it was as pleasant a two hours’ sport as they ever enjoyed. Christmas morning a number of the members of the club assembled in our hall and spent a few hours’ fancy riding, etc. Louis H. again bobbed up serenely, this time in an attempt to climb through a crack in the wall, as he was propelled from the saddle of his machine. He “Keenly-sighed” as he picked himself up and examined the damages.

The annual meeting of the club was held on the 12th January. After the annual report was read, showing the season’s work, etc., the officers for the ensuing year were elected, as follows:

Honorary President.....David Young.
President.....R. J. Whitla.
1st Vice-President.....A. C. Matthews.
Captain.....W. E. Slater.
1st Lieut.....K. J. Johnston.
2nd ".....L. R. Arnett.
Bugler.....H. Osborne.
Whip.....Geo. Broughall.
Sec.-Treas.....C. B. Keenleyside.

The choice of captain was a peculiarly happy one. No better man in Winnipeg could have been found to fill the position.

One of our new riders—who, by the way, is a product of your city—intends compiling a book to be taken up mainly with a list of his leaders, classified and indexed, the most of them being the result of a tour through the Province last fall. Judging by his experience in this art, and the careful study he has given it, he may be expected to handle the matter in a masterly manner. He will also give a few facts concerning leaders which “are not” entirely of his own experience.

Mr. George Nash, an American rider of some note, gave a series of exhibitions in fancy riding and roller skating on the roller rink here a short time ago. He is a very young rider, and shows considerable nerve in his feats. His balancing is almost perfect. George made a large number of acquaintances during his short stay here, and will be warmly received by the boys should he visit this city again.

Trusting the year 1885 will be a brilliant one in the annals of cycling, and assuring you of Winnipeg’s intention to help the cause,

I remain, yours fraternally,

SPOKE ADJUSTER.

Winnipeg, Feb., 1885.

On another page will be seen the advertisement of Messrs. T. Fane & Co., of Toronto. The “Invincible,” of which the above firm are sole agents for Canada, is doing good work in Australia. We find that the amateur champions of that country all rode this machine at the recent important cycle meeting held at Melbourne. In all probability there will be a large demand for this machine in the coming season, as we are informed the Company have as much as they can do to meet the rush of orders. On entering the third year of their business in Canada, we are pleased to find they are introducing a first-class Canadian manufactured machine, the “Comet,” which should receive a fair share of patronage.

Poetry.

SONG OF THE WHEELMAN.

BY AN EARLY RISER.

I leave the busy house or store,
A rider skilled in wheeling,
And take the road for farm and shore,
A rapid speed revealing.

I see not many as I pass,
But few are up so early;
I roll my wheel along the grass
To catch the dewdrops pearly.

Around the commons then I go,
Or cut across so clever;
For men may run and men may row,
While I ride on forever.

I rattle over cobbly ways,
I bump above the ridges;
The tall and dusty weeds I graze,
I dash across the bridges.

And then I strike a sandy strip,
Aud puff like any bellows;
Whoever saw a wheelman slip?
The stout and lusty fellows!

Upon the pedals now I throw
My weight as on a lever;
For men may run and men may row,
While I ride on forever.

The busy day has now begun,
I lose no time in turning,
For from the East the morning sun
Sends down his sunbeams burning.

There could not all the winds that blow
From me my wheel dis sever;
For men may run and men may row,
While I ride on forever.

—Springfield Gazette.

A CANADIAN ADVENTURE.

Jackson's Creek, Red Deer River,
Saskatchewan, April, 1884.

DEAR OLD BOY,—I promised to write you when I had a chance, so here goes. We reached this place late last fall, and got our cabin built, and all snug before the winter set in; but no doubt you have seen my letters to Jack, so I shall not waste time telling our troubles over again. We are all right now, but at first, if the Indians had not helped us, we should have been hard up for grub, for shooting game in the woods doesn't come natural to a city clerk. I suppose you have been picking up your share of pots lately. I've only had one ride, and don't fancy I shall try another. You know I took my "bike" with me, but I found there was nowhere to use it, so it lay by and rusted till the frost set in, and our river soon got covered with a beautiful sheet of black ice. So one afternoon I thought I'd go for a ride on it, and explore the country towards Buffalo Lake before the snow fell and stopped me. I oiled up the bi. and started, first telling Jackson to leave some supper on the stove before he turned in.

You recollect our riding on the Welsh Harp reservoir some winters back, and you can guess how grand it was to spin along through the still frosty air, on an ice-path nearly a quarter of a mile broad, virgin forests on each side, with the blue mountains in the distance. The perfect silence, broken now and then by a sharp cracking sound, as of some tree split with the sudden frost, was strange and weird, and there was just enough excitement in steering clear of danger spots, where the swiftness of the current caused the ice to form less rapidly than elsewhere, to prevent things growing monotonous.

After riding about three hours I thought it time to turn back, so rode to the foot of a low cliff and dismounted, when, finding myself rather stiff, I lit a pipe, and rambled along the bank until I found a spot where I could climb to the summit of the hill, and enjoy the glorious sunset beyond a spur of the Rocky Mountains to the west. The moon was full, and though I had no lamp, yet, as there are no country by-laws here, I was in no hurry. On walking to the edge of the perpendicular rock, and, looking down on the river, I was surprised to see an animal prowling round my bi. I went quietly forward and found it was a wolf. It was standing directly below me, solemnly meditating over the prostrate machine, which it evidently took for a new kind of trap, and was quite unconscious that sixty feet above someone was watching it.

Wolves are a cowardly lot, and I puzzled myself how best to astonish him. At last, breaking off a clod of frozen earth as big as a Dutch cheese, I crept to the edge and carefully dobbed it on to him. As luck would have it, it caught him fair on his back, and broke to pieces all over him. How you would have roared to have seen the result! It knocked him out flat on the ice, his legs slipping from under him, and sticking out each side, so that he must have felt split in half. Then, when he did get up, he was so frightened, he seemed to vanish three ways at once. He jumped about all over the place and before I had half done laughing I could hear him a mile away howling like mad. I strolled down and remounted, laughing till the woods echoed again as I rode merrily back, but when, after travelling a mile or so, I still heard him howling, and looking round found he had induced a lot of his big brothers to come and investigate the matter, I shut up and commenced riding a good deal faster. They came along at a rare pace, and their noise kept bringing out first one and then another of their mats till at last there was a regular pack not a quarter of a mile behind me. I leant over the handles and put it on, and as there was no wind, and I was on the most perfect racing path you ever dreamt of, I kept easily ahead; still I could not get away from them, and there were at least twenty miles more to go. I did not funk it, but I should have liked to have been at home; if a spoke broke, or I slipped my treadle, it would be all up with me. I was obliged to keep pegging away as hard as I could ride to prevent them gaining on me, and it seemed an age before I neared home. I was getting done up, and my followers were only about one hundred yards behind when I sighted our cabin, but at the pace I was going I could not dismount,

and if I slacked up they would catch me before I could gain the door. I had not thought of that, and just when I thought myself safe, I was obliged to dash past my refuge and leave it behind me, with only time to yell frantically for help; the lights were out, and no doubt Jackson was comfortably asleep. I felt sick with dismay, and rode on for some distance before I could collect my thoughts: then I decided to risk everything, and double back, in the hope that I should be able to get round before the wolves could pull themselves up; so, when I came to a broad bend in the river, I kept close in shore, slackened speed a little, and boldly swung right across the river. It was a terrible moment. Would the tyre grip the smooth ice? It did, and the whole pack rushed past me, tumbling over each other as they struggled to stop themselves. I found when I was fairly round that I had actually gained a little on them, and, spurting as hard as possible, tore along for home, shouting vigorously as I again neared the cabin. It was no use, for the pack was still so close that I dared not dismount, and again had to pass at full speed. Once more I turned successfully, and once more screamed in vain to my sleeping partner. I saw that unless I tried some fresh plan I should most surely be pulled down within sight of my own door. At last a ray of hope flashed on me. A little above our houses were some rapids, and on passing them I had had to keep close in shore, and even then had felt the thin ice bend. It was a last chance, and I determined to dash across the centre from the further shore. Perhaps the wolves would have to keep to the sounder ice at the side, and thus give me the start I wanted. They were now very close to me, and when I turned across the ice a short distance above the spot, the leaders almost touched me as they slid by. I got round somehow, and then bent down for the final effort. Every thing depended on the speed being great enough, and I knew it. I seemed to fly, the ice bending and cracking in every direction. Even in my extremity I dare not ride quite in the middle of the stream, and to my horror the wolves boldly followed. Suddenly there was a crash behind me, accompanied by a tremendous howling and splashing, and on glancing back I saw a huge black patch with the whole pack struggling in the midst of the water. The ice had given way under them, and I was saved. I staggered to the door, and just managed to wake Jackson and tell him what had happened before I fainted. When I came to he was nowhere to be seen, but through the open door I could hear the "crack, crack" of his Winchester repeating rifle as he took vengeance on the helpless brutes. He told me afterwards that none of them escaped, as all but a few were drawn under the ice by the current, and that he shot the rest. Don't show this letter to Florence, or she may get nervous about me. I've sent her a dose of general news. Write me as soon as you can spare time, and believe me, yours exceedingly,

HARRY.

—*Wheeling Annual.*

Goold and Knowles, of Brantford, are out with their catalogue for 1885, showing many improvements in both styles and prices of their lines of machines and sundries.

TROUBLE IN THE SPRINGFIELD CLUB.

The Springfield Bicycle Club are in trouble again. This time it is not debt, but the conundrum, "Where are Treas. Fennessey's books?" Mr. Fennessey brought the books of 1883 and 1884 to the regular meeting on the evening of Nov. 20, and all the vouchers, receipts and contracts the club had made for Hampden Park track and other matters. After the meeting, Mr. Fennessey claims, instead of carrying them to the bank where they are usually kept, he locked them in a desk at the club-rooms. He states that the next day he discovered the books were missing. The directors were notified, but thought they had been taken by some member and would be returned soon. The treasurer reported on the 15th from Nov. 20, and his statement was not accepted. Members of the club censure the treasurer for carelessness in leaving so exposed books recording to the amount of over \$40,000. The directors are confident that a new set of books can be made from memoranda which members of the club possess. Mr. Fennessey says the books were taken to injure him. The club's next meeting is Feb. 5. The club have had considerable trouble of late. Not long ago a theft from a cash-box in the rooms occurred. In this box the members who played billiards were accustomed to put a small sum for each game, the fund being intended to pay for tables.

WEBB SUSPENDED.

The Edinburgh Centre of the National Cyclists' Union have suspended Mr. H. J. Webb, the well-known tricyclist, for one year, and recommended the executive to indorse the verdict. The investigation of Mr. Webb's claim for the record to John o'Groats came before the body. In a letter to the Centre, Webb withdrew his claim to the record, assigning as his reason for doing so the fact that Mr. Hall having left London, the proof which that gentleman could alone give was not forthcoming, and he therefore considered his present course the most straightforward one which he could adopt. Mr. Webb also dilated strongly on the great hardships he had of late suffered in common with Mr. Hall, and also stated that the latter gentleman had repeatedly been followed by detectives. (?) He further gave out that next year, at a suitable time, he would again attempt the Land's End to John o'Groat's record, provided a proper system of checking could be devised by the National Cyclists' Union. The opinion of the meeting tended strongly to deprecate the making of records for purely trade purposes, and also considered that when a man claims a record, and is perfectly certain—like Mr. Webb—that same is beyond cavil, he should on no account withdraw from his claim, the very fact of doing so being strong *prima facie* evidence of his guilt.

It turns out that the death of Col. Newton, who was said to have met with a tricycle accident in London (Eng.), cannot be verified. The whole thing is veiled in mystery, and English papers assert that a London reporter must have been hard pressed for "copy."

CYCLIST AND CYCLING.

The tricycle has established itself as a necessary of daily life. The number of country houses where it is to be found is very great, and rapidly increasing; and although in houses where there are plenty of horses and carriages, cycles will, of course, not assume the position of paramount importance which they occupy in more limited establishments, the presence of one will soon be the rule rather than the exception. Even where plenty of horses are kept it is popular. Wherever there are active lads and healthy young ladies there are sure to be tricycles; but young ladies and gentlemen have their horses and ponies, and to them cycling is only an additional means of amusement. To others, in such houses, it is of more importance. The butler rides off on his tricycle to visit tradesmen or friends in the neighboring towns, or some active young footman is only too delighted to save the groom the trouble of saddling a horse, and will bring back an answering note in less time than would be occupied by a mounted messenger. When one thinks of the sedentary and confined lives necessarily led by domestic servants, he sees how much improved health and cheerful service are promoted by cycling, and will do his best to promote it. In the establishments of hard-worked professional men it is very welcome. To country doctors especially it has been found a boon. One of them, with a wide district to look after, and gifted with an athletic frame, has ridden over 3000 miles per annum for some years past in the pursuit of his avocation. Clergymen used them for their rounds. I, who live by the seashore in summer, know more than one young curate, who dwells miles away inland, and who gets his morning dip in the breakers and is back in his parish before breakfast. A pianoforte-tuner rides pleasantly from one house to another: a weary tramp used to be his lot; now his longer journeys are nothing more than a healthful spin over the country roads. A music-master with whom I tore-gathered in a country lane recorded with glee his gain in health, time and shoe-leather since he took to the tricycle. He could give half as many lessons again as before. Another rider travels from farm to farm selling yeast to the farmers' wives. He has a carrier tricycle, and economises the keep of a pony. Still lower in the social scale the labor-saving result is even more observed. It is now by no means uncommon to see, in the neighborhood of towns, mechanics making their way home from their work on a bicycle. Who shall overrate its importance to these men? In the first place, it means, under the most favorable circumstances, the saving of a daily railway fare; in many it is more than that. It means the possibility of living in healthy country air instead of a deadly city slum, lower rent, healthy wife and children. And in every such instance it means sobriety as well, for nobody who had to make his daily way home on a bicycle would handicap his chance of arriving safely by too long a visit to the public-house. In the country district that I know best agricultural laborers live far away from their work, and ride morning and evening to and fro. A mechanic could easily do eight or ten miles as his daily journey when his walking power

would be limited to three or four. In the neighborhood of towns, plasterers, glaziers and carpenters, with their tool-baskets at their backs, may be seen at the close of work hours making their way through the suburbs to their country homes. In Coventry, which may be looked upon as the home of the cycling industry, and in many other towns, tricycles are almost exclusively employed to carry messages, and workmen habitually ride home in the dinner hour.—LORD BURV in *Nineteenth Century*.

A LADY RIDER.

The Boston *Herald's* New York correspondent, Miss Lookabout, has the following: "The newest performer in public is the girl who rides the tricycle. She has waited a long time before getting courage enough to make her rather unseasonable *debut* in Central Park, and only does so at length after much practice in more obscure places. She is an object of staring curiosity, and the horses are scared by her, but to human spectators she is far from hideous. She has a lithe, shapely figure, for otherwise she wouldn't display herself; and there is no Bloomerism in the costume which she has adopted. Knickerbocker trousers and a short skirt were originally prescribed for this service, but she is not such a fool as to think of seeking pleasure while looking like a fright. Her hat is a jauntily-fashionable turlan of fur, and has a feather to float behind, imparting a sense of rapid, airy motion. Her bodice is covered nearly down to the elbows by fur, but the small girth of her waist is left in view. The skirt is woollen and dark, and plenty of wide bands of fur, so that she looks warm, whether she is or not. Her shoes are solid and low, but are becomingly belittled by the fur leggings which come down over them. As her hands are in fur-backed gloves, she suggests the four paws of a kitten by the terminals of her limbs. A concealed elastic cord contracts the hem of her drapery, and therefore the expectant observer might as well wait for the wind to blow up a sunrise at midnight as to count on any waifure of her petticoats. This safeguard to her modesty is requisite, because there is no mass of underskirts which would impede her action in working the treadles. She relies on tight-fitting garments next the skin for warmth. She is usually to be seen in the forenoon, and there are as yet few duplicates of her, but she usually belongs to a family so eminent socially that she can do no wrong, and so her example will soon be numerously followed. She deems it essential to maintain the swiftest possible speed, and this practice makes the sight of her brief and flitting, but I suppose we may expect, after awhile, to see our approved heiresses as frequently on the tricycle as we do now on horseback —*Bicycling World*."

When a man is riding a bicycle down hill he looks neither to the right nor the left, but appears to be gazing about 500 years into futurity, as if trying to solve the problem of the hereafterness of the unknowableness of the unknowable hereafter. He is not, however. He is simply wondering, in case of a sudden header, whether he would escape with his nose broken.

Wheel Tracks.

The Memphis Cycling Club have several lady readers.

Wheeling of Jan. 14th contains a portrait of John L. Prince.

The testimonial fund to John Keen, the veteran English professional, has reached \$500.

Hal. B. Donly, Sec. C.W.A., left for the New Orleans Exposition on the 15th inst.

The Emperor of Russia has just purchased two Imperial club tricycles for his own use.

During the year 1884, seventy-four bicycle clubs have ceased to exist in London, England.

The Sultan of Turkey has purchased a convertible tricycle for the use of the ladies of the harem.

The L.A.W. Board of Officers will hold their annual spring meeting at New York on the 23rd of February.

The Ohio division of the L.A.W. will hold their meet of 1885 at Springfield, Ohio, on July 20th and 21st.

The Park Commissioners of Frisco impose a fine of \$5 on bicyclists riding with "legs over" in the Park.

Cola E. Stone, the St. Louis racer, who was suspended by the L.A.W. Racing Board, has been reinstated.

The Overman Wheel Co., of Chicopee, intend removing their offices and salesroom to Boston at an early day.

Mr. S. H. Townsend, the Toronto Wanderer, who has been enjoying a bicycle tour in Europe, has returned home.

Mr. James Forsythe, president of the Ariel Touring Club, has accepted a position in Struthers' bank, Essex Centre.

Prof. John Wilson, the fancy rider, recently rode six miles on the rear wheel of a "Star" bicycle, the front wheel being detached.

Phil Hammill, the Chicago flyer, who was suspended from membership in the L.A.W. has been reinstated by the L.A.W. Racing Board.

Our many readers will be pleased to hear that the Cunningham Company, with which Mr. F. W. Weston is connected, have settled their trouble with the customs authorities, and are booming business once more.

According to a late issue of the Omaha *Herald*, the Omaha amateurs have fallen in love with Westbrook, who has taffied them out of their flutter. He is now popular there, and will remain so probably until he swindles them in one way or another again.—*Mail*.

One of the features of the Montreal Carnival was the fancy skating competition, which resulted in favor of Louis Rubenstein, of the Montreal Bicycle Club, he beating T. H. Robinson, of the Wanderers, Toronto, by two points. Both gentlemen are members of the Wheelman Co.

A cyclist coasted down the asphalt, and a specimen of the genus "small boy" ran out

waving his arms and frantically yelling "Shoo! shoo!" "What are you trying to do?" asked the cyclist. "Scare it up so I can have a shot at it," answered the small boy. Exit cyclist in disgust.

Harry Etherington, editor of *Wheeling*, sent a telegram to Prince Albert Victor, on behalf of the wheelmen of Great Britain, congratulating him on the attainment of his majority, and received the following reply: "I thank you for the hearty good wishes and kind congratulations on the twenty-first anniversary of my birthday, which the wheelmen of Great Britain are good enough to forward."

At a meeting of the new New Orleans Bicycle Club lately, a proposition was received from the Prince-Eck-Armando Combination of professionals that a bicycle tournament be held in New Orleans, under the auspices of the club, the latter to assume all financial responsibility, and after paying all obligations to receive 40% of the surplus, the Combination to pocket 60%, the cost of any prizes to be paid from the club's 40%. Another case of professional modesty!

'Tis said that a noted Prince was recently interviewed by a Chicago reporter, and asked if he could beat the English champion, and how he would do it. "Howell I do it?" remarked Prince. "Just give me a good track and a chance at him and I will make him Howell." It is further stated that the reporter remarked, as he meandered away, that he (Howell) might, perhaps, Howell-ed his own, but we cannot vouch for the last statement, as a brickbat from a neighboring window transformed said reporter into a shapeless mass.

The muddle which the Springfield Club is in is most unfortunate. We do not believe that any of the leading members would resort to the abstraction of books to injure a fellow member, much less indulge in stealing petty cash. Some unworthy member or thieving outsider must be responsible for all the trouble. We hope the matter will be thoroughly sifted, as the facts as they are presented are liable to create a deal of unpleasant talk. Private advices assure us that Mr. Fennessey will come out of the trouble with honor.—*Bicycling World*.

Washington is the heaven of bicycles. There are 1,200 of them there, weaving merrily to and fro over the forty miles of asphalted pavements. You take a stroll down the sidewalk, and every moment in the moonlight a man with a gleaming wheel screwed to him glides by like a phantom. There are probably twice as many wheelmen there as in any other city in the world. Surgeons will testify to it. You meet three ladies and inquire after their families, and the chances are that one of them will tell you that Henry is confined to his bed—a cab ran over him; the second will inform you that her husband "lighted on his hands and bent 'em over so he can't write any more at the department;" and the third will reveal the family calamity in "Johnny took a header and broke out three of his front teeth."—*Pittsburgh Sportsman*.

The much-talked-of slow bicycle race, distance fifty yards, came off at the Le Grand rink, Chicago, Ill., on January 9th. The contestants were Edwin F. Brown and Burley B. Ayres,

Chicago Bi. Club, and James S. Gibson, Rockford, Ill. The conditions of the race allowed a standstill, for which the rider was penalized an inch. Nearing the finish, Gibson, who was leading Brown by two feet, deliberately stood still while the latter passed him. At this point Brown had two errors and Gibson one. The latter now moved forward, and both crossed the line together, but Brown, in dismounting, was charged with another error, giving the race to Gibson by an inch. But there being some doubt as to the fairness of Gibson's victory, he magnanimously offered to ride the race again, which they did on January 28th, Ayres concluding not to compete again. Gibson made one dismount at the start, and one more about half way, and one standstill. Brown made but one dismount, and came in six inches behind Gibson, winning the race.

"Though I am with the Canadian voyageurs up the Nile, for the relief of Gen. Gordon, I haven't forgotten your 'Ten Thousand Miles on a Bicycle;' and if it comes out before my return, I wish you to keep me a copy. I hope then to write you an interesting letter about bicycling in Cairo and Alexandria, as well as other places which I have visited since leaving Canada. My subscription was sent last winter, you will remember, from Winnipeg, Manitoba." Such is the message to Karl Kron, written by Mr. W. H. Nourse, at "Wadi Halfa, 1000 miles up the Nile, Dec. 16," and postmarked there on the 23rd. In reporting it to us January 19, Mr. Kron adds: "My total of one-dollar subscription pledges is now 2340, in support of the history of 'Columbia, No. 234.'"

A HEADER.

I.

A pleasant ride,
A gutter wide,
A bruised and battered form,
A laughing girl,
With flying curls,
Help the cyclist so forlorn.

II.

A month of calm,
To mend an arm,
His nurse, that charming dancie,
Gay Cupid's dart,
Pierced cyclist's heart,
And kindled love's bright flame.

III.

A little kiss—
Ah! that was bliss—
A little blush and "Yes."
A little ring,
To bind the thing,
A clergyman and dress.

IV.

A little cot,
Where strife is not,
Nor bickering nor fuss,
A wheeling toy,
For baby boy,
A tricycle for us.

FRED. E. SMITH.

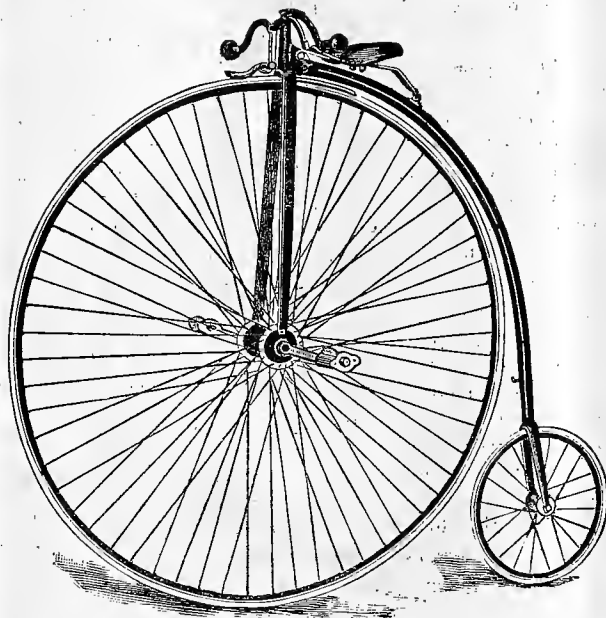
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The "COMET" is the best Roadster ever made in the Dominion, and ranks second to none to any imported machine.

It is made of the very best materials possible to be obtained in the English market, and for workmanship and finish is unsurpassed.



We are enabled to offer these machines to the public at a lower figure than those imported, not having the amount of duty to pay on the raw material as on the finished goods.

It is fitted with Bown's *Æolus* Ball Bearings to both wheels, Warwick's Patent Hollow Felloes, Ball Pedals, Laced Spokes, Cowhorn Handle-Bars, and elegantly Painted, with Handle-Bars, Head and Cranks Plated.

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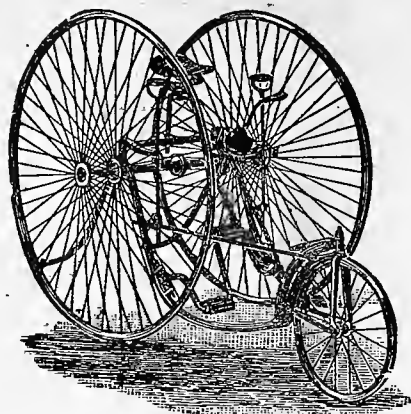
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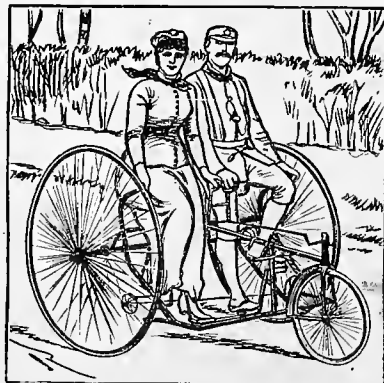
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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. II.

LONDON, CANADA, MARCH, 1885.

No. 6.

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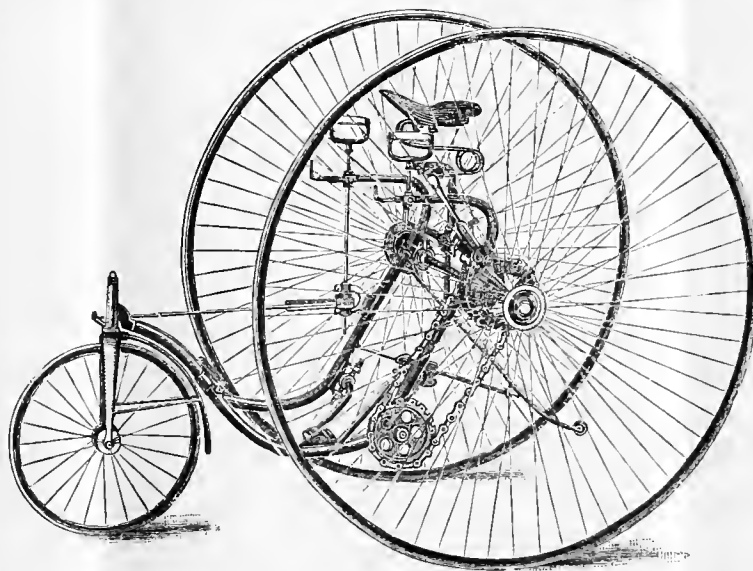
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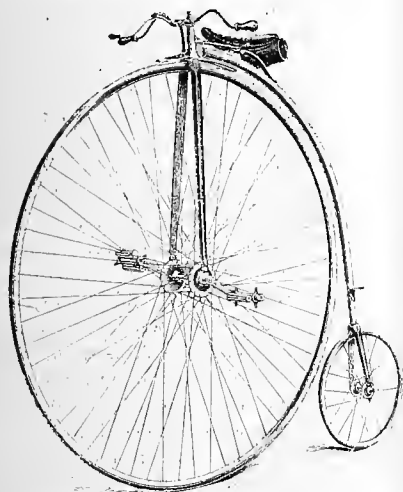
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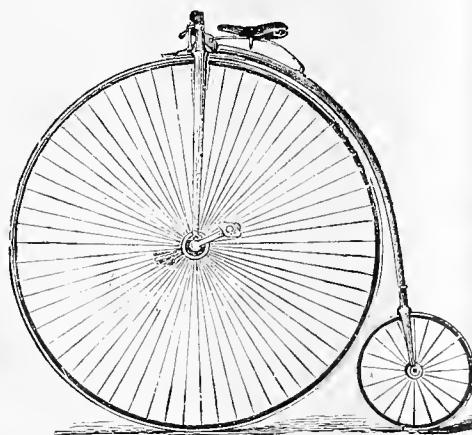
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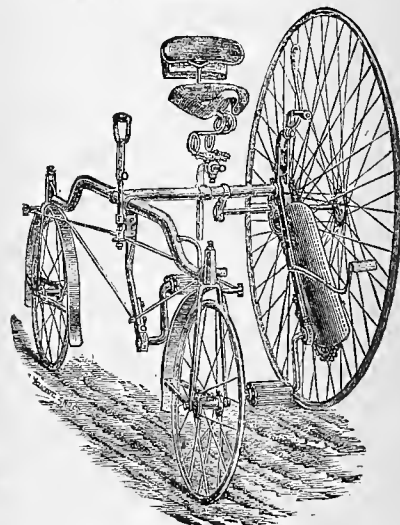
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THE C. W. A.

Readers of THE CANADIAN WHEELMAN will not, it may be assumed, consider another plea on behalf of the C. W. A. out of place in these columns. The Association has prospered even beyond the most sanguine expectations of its founders, but it is not yet what it ought to be. There are hundreds of wheelmen in Canada today who have not become members, and it is with a view to their early initiation that these lines are written. Next to the welfare of his club, the enthusiastic bicyclist should rank that of the greater organization. The Association is as necessary to the progress of the sport in Canada as clubs are to its furtherance in cities and towns.

The benefits which the Association has so far been able to extend to its members have not, perhaps, been so great or so numerous as some who expect a large return for their investment may have looked for. They have, however, been sufficient to satisfy those who know how to appreciate the value of small beginnings. Among them we may enumerate: the banding together of wheelmen in a body, which has gained the recognition of similar organizations in other countries; the right to make laws for the conduct of the sport in Canada, which are recognized by such organizations; the holding of an Annual Meet under proper auspices; the establishment of a recognized system of records; the accumulation of a large amount of valuable information regarding wheel matters in Canada; the suppression of professionalism; and the general good which must follow the intercourse and interchange of courtesies, made more easy by membership in a common body.

It requires but little thought to see the importance of these advantages at present, when cycling is still young among us. Wheelmen who are possessed of ordinary foresight must realize the benefit which will accrue to the sport in the future from judicious training while it is still in its youth. It behooves all true lovers of the wheel, therefore, to do what they can to strengthen the Association. Such an admonition will, in the course of a few years, be unnecessary. By

that time the organization will have attained such a position that wheelmen will seek it, instead of the reverse being the case. In the meantime, every effort should be made to add to its strength. Each member should make it his business to add one to the roll by the opening of the season. Officers of clubs should see to it that their full strength is renewed and the fees paid promptly. The Association needs money to carry on its work, and there should be no delay in making remittances.

There is no branch of sport in which a national Association is of such importance as in cycling. The devotees of the wheel are always on the move, flitting about from one quarter of the country to another. If, wherever they go, they can feel sure of a brotherly welcome from a member of the C.W.A., the pleasure of their wanderings will be much enhanced. We feel convinced that the Association has the good wishes of all its members. Let them show their good-will by a little work on its behalf.

EDITORIAL NOTES.

A strong proof in support of the statement that cycling is becoming one of the prominent pastimes of the day, is the amount of space which all the leading papers and periodicals of this country give to cycling news.

And still another journal devoted to cycling in the field! This time it is the *Star Advocate*, a bright little paper, conducted by that enthusiast of the "Star," Mr. E. H. Corson, of East Rochester, N.H. We wish him success.

Again, we wish to impress upon our readers and correspondents that any matter intended for publication should be in our hands not later than the 4th of each month, and thus obviate any delay or trouble. Please bear this in mind.

In reviewing the article on the L.A.W. meet which appeared in our last issue, the editor of the New York *Wheel* makes the suggestion that we should not hazard an opinion on the subject when we have no sound views to back it, and then he concludes by predicting that "more Canadians will be present (at the L.A.W. meet) than will attend the annual meet of the C.W.A." Of course, the editor of the *Wheel* has "sound views" to back this latter statement, but we fail to grapple them, as nothing seems more absurd.

In another column is published a report to the effect that the annual meet for 1885 will not go to Montreal, as was expected, but will probably be held in Woodstock. This is certainly a very wise act on the part of the Montreal Bicycle Club, as the counter-attraction, the L.A.W. meet at Buffalo, would have detracted greatly from the C.W.A. meet, which, if held in Woodstock, ought to prove a greater success than ever, both in regard to numbers and in a financial way. We will no doubt hear an official announcement before long.

Although there has been quite a number of replies received to the request made in the January number of THE WHEELMAN asking for names of cyclists, still we have not a large enough list yet. This should be looked at in more ways than one. Any wheelman in a town where the C.W.A. is not established receiving a sample

copy of THE WHEELMAN becomes naturally interested in the C.W.A. as well, so that it would materially increase the membership of the Association. Will our friends kindly bear this in mind, and lend their aid by sending us the names of any wheelmen of their acquaintance.

Literary Notes.

For twenty years the *Turf, Field and Farm* has been under the same direction, and it has grown up with the breeding industries founded since the civil war. It also has largely influenced the wonderful development of turf, field, athletic, aquatic and other sports. No journal in the country stands so close to the breeders and track-managers, and none more truly voices their sentiments. Having had so much experience, it always gives wise counsel, and its views command the widest respect, and are quoted throughout America and Europe. No paper of its class published in this country ever had so strong a staff. The best talent that can be found is employed in every department. The paper is unapproached in accuracy as well as in the vigorous expression of intelligent thought, and it is not a matter of wonder that its circulation should be greater than that of any other journal devoted to kindred subjects. The enterprise of the *Turf, Field and Farm* is not less marked than its ability, and it is a pleasure to find it so numerous read and wielding so much power.

The March issue of *Outing* closes the fifth volume and the present series. With the April issue the magazine is to be greatly enlarged and greatly strengthened in all its features. The March number is filled with entertaining and valuable matter, and its illustrations are among the best it has ever published. The frontispiece is a breezy picture of a schooner engaged in sword-fishing, illustrating a paper by Alexander Young. It is drawn by M. J. Burns, the celebrated marine artist, and engraved by H. E. Sylvester. The new building of the Massachusetts Bicycle Club is the subject of a paper by Rev. S. H. Day, the newly-elected captain of the club, and is richly illustrated by the half-dozen well-known artists which the club is proud to number among its members. The new clubhouse is situated in the aristocratic Back Bay region of Boston, immediately adjoining the Art Club building. The leading editorial article is an earnest appeal to the New York Legislature in behalf of Niagara Falls.

Among our very many interesting exchanges, not the least of them is *The Portfolio*, a spicy little monthly, well conducted by the young ladies of the Wesleyan Ladies' College, Hamilton. It gives THE WHEELMAN a complimentary notice, which is greatly appreciated, although we regret that its promoters confess to a lamentable ignorance of the art of cycling which is now becoming so popular among the young ladies; but perhaps they may not be so lax in understanding the arts of the cyclist.

Karl Kron has made a start on "X.M. Miles on a Bi." by publishing the twenty-fifth chapter, entitled "The Coral Reefs of Bermuda," as specimen pages. From the advance sheets which have been received, we judge that when completed the work will make a very handsome and useful volume.

Our Racing Men.

HERBERT W. CLARKE.

Herbert W. Clarke, one of the fastest of Canadian racers, was born at Woodstock on the 19th of April, 1867, and is consequently not yet 18 years old. His father was at that time a farmer just outside the corporation, afterwards engaged in mercantile business in the town, and now a resident of Seaforth. Clarke is a nephew of the late Thos. Oliver, M.P. for North Oxford for sixteen years. He is 5 feet 11 inches high, and weighs, when in condition, 150 pounds. He is an athletic-looking boy, erect and well proportioned. His chest measurement is 37½ inches.

Mr. Clarke rode a bicycle for the first time in 1883, but had very little practice during his first season. He first attracted some local attention at the weekly club races of the Woodstock Amateur Athletic Association early last summer. He rode for the first time in fast company at the Association's civic holiday games on the 25th August. He entered the one-mile race with Lavender and Davies, but dropped out before the finish. He afterwards rode in the five-mile race, coming in third, with Lavender and Lambe to the fore. This race satisfied all who saw it that Clarke was a good man. He rode a common 47 lb. machine, and was suffering from a severe sprain of the ankle. Clarke's plucky effort under adverse circumstances won for him many admirers, who shortly afterwards presented him with an Invincible racing machine. This he used for the first time publicly at holiday games on September 5th, when he made one mile in 3m. 4-5s., and five miles in 16m. 3-5s., thus breaking Canadian records. (It must be remembered, however, that the Woodstock track lacks seven feet of being a quarter of a mile.)

Clarke's feat so surprised the members of the local association that he was induced to go to the races of the Toronto Bicycle Club, at Rosedale Park, the following day. In the evening he found himself famous in the annals of Canadian wheelmen. Here, in the language of the *Mail's* report of the race, "he ran away with Canadian records in a way that made spectators rub their eyes. The races that he ran with Davies were the finest ever seen in this country, and created intense excitement." His record in the one-mile race was 2m. 59½s. In the five-mile handicap race, he had in the morning been offered a start of 200 yards, but declined, and started from the scratch with Davies, and after a beautiful race came in winner in 16m. 63½s., the last lap being done in 42m. 3½s. This gave him the fastest Canadian record, and won from enthusiastic admirers the title of "the Canadian Hanlan on Wheels."

Mr. Clarke's Woodstock friends think that he has never yet shown how fast he can ride, and that he will next summer prove himself the fastest man at all distances in the Dominion.

Personally, Clarke is a modest and unassuming boy, and is a general favorite among the young men of his native town.

W. G. Ross, the five-mile champion, intends doing some foot racing this spring, and is considered a very fast man at a quarter of a mile.

With the Clubs.

BRANTFORD BICYCLE CLUB.

On Wednesday, March 4th, the members of the Brantford Club held a meeting at the office of B. F. Fitch, for the purpose of electing officers for the ensuing year and for the discussion of matters of interest to the welfare of the cyclists of the city.

The following officers were duly elected: Mr. John Harris, hon. president; Walter Webling, secretary-treasurer; L. T. Harris, captain; C. Fitch, 1st lieutenant; S. Slater, 2nd lieutenant; F. Fawkes, bugler.

The membership fee was fixed at \$2.00, all dues to be paid before the 1st of April, 1885.

Messrs. C. Fitch and W. J. Knowles were appointed a committee to interview the manager of the roller skating rink, with a view of obtaining the rink for club practice. The meeting then adjourned.

It is the intention of the club to go into regular training as soon as practicable, and keep steadily at work until the season opens. If this be done, some very good records will doubtless be made by the wheelmen of Brantford.

THE NAPANEE BICYCLE CLUB.

At the annual meeting of the Napanee Bicycle Club, the following officers were re-elected for the following year: Dr. G. C. T. Ward, president; W. C. Smith, captain; A. R. Boyes, 1st lieutenant; W. J. Trimble, secretary-treasurer; and the following were also elected: F. A. Roe, 2nd lieutenant; J. T. Loggie, bugler; Alex. Leslie, standard-bearer.

THE C.W.A. MEET DECLINED BY MONTREAL.

The committee of the Montreal Bicycle Club have decided not to invite the Canadian Wheelmen's Association to hold their annual meet in Montreal next July 1st. The Montrealers had the option of taking the meet. The reasons for their present determination are the uncertainty of being able to offer a good track, and because the League of American Wheelmen are to hold their annual convention in Buffalo on the two days (July 2 and 3) following that on which the Canadian gathering is to take place. The Montrealers name Woodstock now for the meet.—*Mail.*

Chas. Robinson & Co., of 22 Church street, Toronto, have issued a 20-page catalogue, which outrivals in neatness of typography and arrangement, and in the excellence of the cuts, the catalogue of any American or Canadian firm. The poet is brought into use, an apt quotation relating to wheels or wheeling being placed at the head of each page, Shakespeare, Byron Young, Chandler, Dryden and other authors being represented. The firm advertise some new branches—such as "a pews stand," where THE CANADIAN WHEELMAN and other cycling journals are kept on sale; the renting, storage and selling on consignment, etc., of bicycles, etc. A catalogue will be sent by them on receipt of a three-cent stamp. We call the attention of our readers to their advertisement on the second page of the cover.

THE L. A. W. ANNUAL MEETING.

THE MEET TO BE HELD IN BUFFALO ON JULY 2ND AND 3RD.

The annual spring meeting for the election of a board of officers of the League of American Wheelmen was held at the Grand Union Hotel, New York, on Monday, Feb. 23rd, President Beckwith in the chair. The following members were present: N. M. Beckwith, president; C. K. Alley, corresponding secretary; Eugene M. Aaron, recording secretary; S. Terry, treasurer; Dr. W. P. Tyler, chief consul; J. R. Torrence, Dr. G. C. Brown, E. T. Pettengell; representatives A. D. Claffin, W. I. Harris, of Boston, Henry E. Ducker, F. P. Kendall, T. S. Rust, J. G. Burch, J. W. Clute, W. S. Bull, Geo. R. Bidwell, W. G. Coleman, C. D. Williams, R. F. Hibson, A. E. Farquier, George Dakin, K. L. Clapp, John C. Gulik, Walter H. Parsons, F. B. Graves, H. S. Kidder, and Frank A. Egan.

A very pressing and hospitable invitation was read from the Buffalo Bicycle Club that the sixth annual meet of the League be held in that city on the 2nd and 3rd July. After a long debate, the invitation was accepted with thanks, and the President was appointed the chief marshal of the meet.

The treasurer's report showed the finances to be in a better condition than ever before. The receipts during the past year have been \$3622.94, and the expenditures \$2133 32.

Chairman Bassett, of the racing board, referred to many amateur wheelmen competing in professional skating contests, and urged that immediate steps be taken in the matter. There was a long debate, but nothing definite was done. The racing board were authorized to prepare a die for striking off championship medals.

The report of the committee on reinstatement of ex-Corresponding Secretary Fred. Jenkins was unanimously in favor of his reinstatement, expressing the opinion that an injustice had been done him. This report was accepted, and resolutions passed that it was for the benefit of the League that Mr. Jenkins become a member.

A draft of the new constitution and by-laws was presented by the committee on rules and regulations. The report recommended a number of changes, which were accepted. As two-thirds of the board were not present, the changes will have to be adopted by a mail vote. Among the most important changes are the charging of an initiation fee of fifty cents for membership; \$300 bonds to be given by the secretary and treasurer; placing the annual salary of the secretary at \$1000; none but League members to be allowed to participate in annual parade; giving the racing club full power in their own department; persons declared to be professional can be reinstated only by an unanimous vote of the board. The amateur rule is made more strict. The officers were authorized to draw back salaries. It was the desire of the meeting that the League publish its own *Gazette*, and a committee was appointed to report May 1.

THE CANADIAN WHEELMAN comes to us as bright and crisp as a new dollar. It is a charming paper, well edited.—*Springfield Wheelmen's Gazette.*

C. W. A. OFFICIAL ANNOUNCEMENTS.



CONSULAR APPOINTMENTS.

The Chief Consuls have reported to me the following appointments for this year:

DISTRICT NO. 1.

London.—{ W. M. Begg and
W. Kingsley Evans.
St. Thomas.—C. H. Hepinstall.
Simcoe.—W. S. Perry.
Woodstock.—Saml. Woodroffe.
Port Elgin.—Henry Hilker, jr.
Listowel.—F. W. Hay.
St. Marys.—C. S. Rumsey.
Stratford.—A. C. Mowat.
Kincardine.—F. E. Coombe.
Brantford.—W. J. Knowles.
Mitchell.—J. M. Ford.

DISTRICT NO. 2.

Toronto.—{ W. A. Capon, 183 King st. E.
H. Ryrie, Yonge street.
Hamilton.—Percy Donville, 121 John st. N.
Newcastle.—E. F. Bowin.
Thorold.—J. Dobbin.

DISTRICT NO. 3.

Ottawa.—F. M. S. Jenkins.
Brockville.—A. L. Murray.
Kingston.—W. Nichol.

DISTRICT NO. 4.

Montreal.—{ A. T. Lane, P.O. Box 967.
J. T. Guedinger, 94 St. Peter
street.
J. R. Scales, 234 St. James st.

HAL. B. DONLY,
Sec.-Treas. C.W.A.

:o:

NEW MEMBERS.

Now is the time to send in applications for membership. All who join after this date will receive certificates good until July 1st, 1886, or fifteen months for a year's subscription. Most clubs are now organizing for the season, recruits are coming in, and secretaries should see that all who become members of their clubs also join the C. W. A.

:o:

Already twelve of the Consuls for No. 1 District have been filled, their names appearing above, but the following places have not been heard from, viz.: Seaforth, Norwich, Goderich, Guelph, Berlin, Ingersoll, Paris and Fingal. It is to be hoped that wheelmen residing in any of the places named above will send in their nominations for Consul immediately, and not cause any more delay.

:o:

Hal. B. Donly has returned from his New Orleans trip.

Correspondence.

NEW YORK AND BERMUDA

KARL KRON'S COMMENTS ON THEIR ROADS AND ON HIS REPORTS THEREOF IN "TEN THOUSAND MILES ON A BICYCLE."

Editor CANADIAN WHEELMAN:

The perusal of my letter of January 10, in your paper latest at hand, reminds me that the prediction therein made of an "open" winter has been justified by the facts; for the last three weeks in February were about the only ones when enough snow fell to interfere with cycling in the region of New York; and the warm sunshine of these first days of spring has already obliterated all traces of it. I don't suppose many wheelmen have been out upon the roads since November; but I certainly would have tried them every week, were I not under the necessity of working night and day at my long-drawn-out task of writing and publishing a road-book.

Just now, I am struggling with the eighth chapter, descriptive of "The Roads Around New York," and I've sent off the first half of it for publication in this month's *Springfield Wheelmen's Gazette*, which I presume will also print my list of 500 towns that have supplied subscribers to "N.M. Miles on a Bi.:" for that article, though put in type four weeks ago, was crowded out of the Feb. issue. I have given the contract for the making my book to the Springfield Printing Company, of whose establishment the editor of the *Gazette* is the superintendent; and the first seven chapters are already in the compositors' hands. The electrotype plates of the twenty-fifth chapter are also finished; and I have had 3,000 copies of it struck off for free circulation as an advertisement of my book. It is a 16-page pamphlet, descriptive of my visit to "The Coral Reefs of Bermuda," a year ago, and it contains nearly 10,000 words. A good share of the first 1,000 copies (printed Jan 28) were mailed by me, during the following fortnight, to wheelmen in England and Australia; and the time for possible replies from them has not yet come. The second edition of 2,000 copies (printed Feb. 28) will be distributed by me very generally among American wheelmen about the end of the present month; and I hope the result will be a rapid closing-up of the gap that yawns in my subscription-list between the number now enrolled (2,513) and the needed 3,000.

I had a talk with my fellow-voyager of a year ago, Mr. F. A. Elwell, of the Portland (Me.) Wheel Club, both on the 22nd of Jan., when his party of twelve sailed from this port for Bermuda, and on the 15th of Feb., when a majority of them landed here again,—two having returned by an earlier steamer, and one remaining later. Spite of sea-sickness, and a few slight mishaps, all the tourists were delighted with their visit to the "ocean paradise for wheelmen," and, like myself, anxious to return thither. It seems certain that the circulation of 8,000 copies of my Bermuda story (3,000 in pamphlet form, and 5,000 in the book itself) must ultimately have considerable influence in sending cycling tourists to that beautiful island. *Outing* for March devotes two pages to my report of "The 'Bermuda Case' in the Custom

House," which resulted in the rule classifying a passenger's bicycle as personal property and entitled to free entry into the United States; and this will form a part of the 25th chapter when it is published in the book. By-the-by, can you tell me whether the C.W.A. has yet persuaded the Government of the Dominion to adopt the same sensible rule, as to letting a tourist freely enter Canada with his bicycle? If not, what sort of regulations do the customs officers pretend to enforce?

The contracts which I have made show that my cash outlay in printing 5,000 books and distributing the 3,000 subscribers' copies will certainly exceed \$2,700, and may possibly leave no margin whatever from the guaranty fund of 3,000 one-dollar subscriptions. The only chance I have, therefore, of getting any return for my two years' work upon the scheme is the chance of my selling the final 2,000 copies of the edition at \$1.50 each. I am therefore, as it were, "under bonds" to use every endeavor to make the book commend itself to wheelmen's approval. If it fails to "go," after being put in the market, next June, the fact of having gained 3,000 subscribers will profit me nothing. But I haven't yet gained that many; and I am willing to immortalize a few more Canadians, in addition to the 120 now on my rolls. Subscription pledges, or applications for the specimen Bermuda chapter, should be addressed to me at the University Building, on Washington Square.

KARL KRON.

New York, March 4, 1885.

:o:

Woodstock, March 9, 1885.

HAL. B. DONLY, Sec. C.W.A.,
Simcoe, Ont.

DEAR SIR,—On behalf of the Woodstock Bicycle Club, I, through you, as Secretary of the C.W.A., make an application for the annual meet for the year 1885. Our grounds are in excellent condition, and our asphalt track now very fast, and will be made faster when spring opens.

I am, Sir, yours truly,

J. G. MACOOM,

Sec. Woodstock Bicycle Club.

Montreal, March 11, 1885.

H. DONLY, Sec. C.W.A.,
Simcoe, Ont.

DEAR SIR,—I am instructed by our committee to withdraw our application of June 12th last, asking to have meet for 1885 held in Montreal.

Our reasons for this withdrawal are that we have been greatly disappointed in a track that promised, at one time, to be very good, and also that another track we have had in view cannot be relied on to be in a satisfactory condition this season; and again, since the decision of the L. A. W. to hold their meet so close to our borders, and at almost the same date, we fear that many members of the C.W.A. would visit Buffalo in preference to Montreal.

We give you this early notice so that you may communicate with the Woodstock Club.

Yours fraternally,

J. D. MILLER,

Hon. Sec. Montreal Bi. Club

THE FIRST SEASON.

Every rider of the bicycle, whether man or boy, experiences a new sensation when he takes his first ride upon the road. In the school there was no obstruction of any kind, and the thrust required upon the pedal was almost inappreciable; but on the road, no matter how smooth, a positive and continuous push alone preserves motion and keeps the machine erect. In the school nearly the whole attention and strength can be given to balancing and steering the wheel, but on the road half the strength must be used for propulsion. The result that the rider often thinks on his first trial that the road is hard and discouraging, or that he has tried it too soon. Perhaps both are true, but two or three days' experience will work a wondrous change. The thrust of the feet will become a natural motion, and strength and facility will increase rapidly.

On beginning road-riding, it is important that the cyclist form good habits, for his later riding will be largely influenced by what he learns now. If he becomes reckless and awkward, he will meet with accidents, and he can only rid himself of bad habits by months of watchfulness. If he becomes careful and graceful, he will get the largest amount of pleasure and benefit from his steed. Recklessly used, the wheel may become dangerous; used with care and reason, it is always safe.

SIZE.—In the school the learner was first placed on a comparatively small wheel. As he improved he was given a larger one, and he doubtless soon became ambitious to use as large an one as possible, thinking to gain in speed and appearance from the increased size. Both these ideas were wrong. For road-riding, comfort, safety and speed, favor a size below your limit, and appearance depends upon graceful carriage of the body and limbs and perfect control of the wheel. Ease, comfort, safety, speed and appearance come with that mastery of the bicycle's movement which is only attained when the pedals are always within full control. If the thrust is longer than your leg, and you lose your grip, though it be ever so little in each revolution, you have, for that instant, lost some degree of control, and also added an element of danger. To secure the greatest advantages possible, select a size below your limit. Generally, dealers' catalogues giving tables of sizes are reliable. For the average machine, a leg measuring thirty-three inches fits a 50-inch, and every inch of leg corresponds to two inches in the size of the wheel. These sizes give good control and are best for general use. A size larger *can* be used by an old rider, or by a beginner on a machine with a low spring; but there is nothing to be gained by so doing, and there are disadvantages in the shape of (a) lessened stability, (b) harder work in hill climbing, and (c) greater resistance offered to the wind—all considerable items.

POSITION.—Having your wheel selected, look well to the position of the seat. The nearer you place it to a perpendicular drawn through the centre of gravity, the easier is the machine propelled; but less resistance is offered to obstacles, and the danger of a header increased. A beginner should place his seat as far back from the neck as he can, and still feel his pedals firmly dur-

ing their whole revolution. After a few months he can move the seat forward. This should be done by degrees, and only half an inch at a time, as every half inch makes an appreciable difference in the saddle. When in the saddle, sit up straight and well back. No matter how fast you are riding, keep erect. It is foolish and useless to lean far forward over the handles. It is awkward, and the small gain in speed obtained can never compensate for the largely-increased danger. When leaning far forward, a trifling inequality in the road will cause a header, and headers taken in this way are always dangerous.

ACCOMPLISHMENTS.—To become a good rider of the wheel, it is not necessary to learn fancy tricks, but there are a few accomplishments which are important. When first trying the road, it is supposed that you can mount and dismount with some little ease. Be satisfied with that until you can sit easily in the saddle without grasping the handles like a vice. In a few weeks this point will be reached. It will come quickly if you will try to hold the handles as lightly as you can, and frequently change the position of your hands on them. The best method, as a whole, is the overhold; but it is restful to often grasp the ends of the handles, or occasionally to take the underhold. As soon as you can steer with a light grasp, let go with one hand, and guide the wheel with the other. This will, at first, put quite a strain upon the guiding arm, because you are doing all the guiding with your arm, and none with your feet—but you cannot help that yet. Try this with each hand, until you can run a little distance easily, and in a fairly straight line. When you reach this point, remove both hands from the handles for an instant. If you have learned to hold the pedals firmly with your feet, you will find that you can guide the wheel a little by them. If you have not done so, you must do it now. Keep your knees well in towards the forks (always see that you do not ride in bow-legged style), and press evenly on the pedals. When the wheel swerves, a little pressure on a pedal will right it. Practice a little at a time, but often, and you will soon be able to ride with hands off, and use your hands for anything required. When you can do this, it will be possible to grasp the handles lightly, even on rough roads, because you will steer largely by the pedals. By this time, perhaps, a couple of months will have elapsed. When you reach the saddle, you will no longer feel that you are on a strange steed, but will be more or less at home. Practice is the chief thing needful. Every day will bring improvement, until you feel like part of your wheel.

At a very early date try back-pedaling. Run moderately fast, and slow up by reversing the action of your feet and pressing back gently. Try this very often, until, in fact, you can control your machine perfectly by it. It is a very important accomplishment.

When you are able to ride lightly in a tolerably straight line, you can essay an easy coast. Take a *smooth* and *gentle* hill. Throw one foot lightly over the handle and pedal carefully with the other. The machine will be less steady than usual, but if you have followed these directions you will get down safely. The next

day coast with the other leg up. Try it half a dozen times, or until you can do it comfortably, with each leg, before you try both legs. The first time you have both up you may feel shaky, but if you keep cool you will come to no harm, and it will be easier and steadier every time. At the end of the coast, take your legs down carefully, at the same time steadying the machine. Keep them both well away from the pedals till you have good control of the handles. Then look down quickly and catch one pedal, the other foot will follow naturally. I have seen riders put down their feet quickly without steadying their machines, and before they could catch the pedals or reassert their control, run wildly into the gutter and a bad fall. Coasting is so fascinating that it is apt to lead to recklessness; but if you never coast where you cannot safely pedal, and never try a strange hill when you cannot see the bottom, you reduce the danger to a minimum. The brake must be used very cautiously at all times, and only when it is imperative; but it is necessary to practise with it so that it may be used at need.

These few points comprise nearly all that it can be called *necessary* to learn. When they have been mastered, many little things will readily occur to the rider. But it should be remembered that it is nearly impossible to make any accomplishment perfect, and that a good rider will always exert himself to improve. Six months of riding ought to give a good facility, and an easy and complete control of the wheel. Nothing is gained by carelessness or recklessness. Never take an unnecessary risk. Keep the machine well in hand. Sit well up, keep cool, by all means have your eyes and wits about you, and then, if any risk is necessary, the danger will be decreased. Be courteous on the road. Don't assume the sole right of way to be yours. Never frighten or annoy any man or beast. If you heed this, you will get courtesy in return.

The great secret for a learner is to "make haste slowly." In bicycling, everything depends upon the rider. It is, therefore, in the highest degree important that he fully understand his steed and learn to control it thoroughly, and that he be always cool and self-controlled. To acquire these requisites, take time, patience, and intelligent practice, and nothing will replace them.

CARE OF WHEEL.—Common-sense generally dictates how a wheel should be cared for, and more or less complete directions are so accessible in many little manuals, that a few simple directions are the most practical. Always wipe off well on returning from a ride. Oil a little at a time and often. Watch screws, nuts and spokes, and keep them tight. See that the tire is firm, and repaired if much cut. Carry oil, a cloth, twine, and wrenches in your saddle-bag. Familiarize yourself with all parts of the machine, but do not unnecessarily take it apart. See that any luggage you may carry is firm. If anything gets out of gear, and you cannot fix it, consult some one who is posted, or take it to a competent mechanic.

When well learned, bicycling is the pleasantest, most harmonious and beneficial of all exercises, and the most exhilarating of sports. —*The Bicycling World*.

Poetry.

ONLY A GIRL.

I hear a sharp ring on the frosty way,
 And I catch the gleam of a cycle bright,
 Just a glimpse of a form in Quaker gray,
 And then, the dear boy! he is out of sight.
 Ah, out and away, ere the sun is high,
 While the early clouds are all rose and pearl,
 And the air like a wine that is bright and dry;
 And I'm—only a girl.

I think of the hollows where leaves lie dead;
 Of the gaunt trees' shadows against the sky;
 Of the cool, clear stretch of blue overhead,
 And the low, lush meadows he rattles by.
 I look on the road with its dusty track,
 Where the wind-gusts meet to whistle and
 whirl;
 And—yes! I may look for his coming back,
 For I'm only a girl.

I may watch and wait all day for the ring
 Of his pretty plaything's glistening steel;
 And, dressed in my gayest, may sit and sing
 Over my work till I hear the wheel.
 Then I shall see the eyes o' my lad,
 And he a cheek and a drooping curl;
 And—well, yes—perhaps—I'm a little glad
 That I'm only a girl!

—RUTH HALL, in *Outing for Jan.*

For THE CANADIAN WHEELMAN.

A TWO WEEKS' HOLIDAY ON A BICYCLE.

The following is from the diary of Samuel Roether, of Port Elgin:

On the 24th August last I mounted my bicycle bent on a two weeks' trip through Western Ontario. I left our pleasant little town at 7 o'clock, bound for Goderich the first day. Before going many miles the weather clouded up, with a strong south wind and sprinkling rain, which made it anything but pleasant and easy to ride, as it was directly in my face, continuing to get stronger as the day passed by. I, however, managed to reach Kincardine in three hours, a distance of 24 miles, passing through Underwood and Tiverton over a first-class gravel road. After having a few hours' rest and some dinner, I again mounted my wheel. Mr. F. E. Coombe kindly accompanying me for several miles. The roads to Goderich were newly gravelled, which made it hard wheeling, but next summer I think will find them good. When about eleven miles from Kincardine, the wind increased to almost a hurricane, which made it impossible to mount. The prospects for having a pleasant trip were not at all good by this time, being about 25 miles from Goderich, with a strong head wind and a drizzling rain. But I had not long to wait until a young man overtook me with a horse and buggy, and I arranged to wheel behind him for about six miles, when I had a chance of some supper, after which I again faced the task, bound to reach Goderich in some shape. When about nine miles from Goderich, darkness overtook me, and I found the wind too strong to permit me lighting my lamp, so had to ride in the dark until I reached

a corner store, where I got shelter to light up, and I found myself just eight miles from Goderich, five miles of which was fresh gravel. However, I managed to reach Goderich in an hour and a half, tired out and covered with dust, sixty miles away from home, and expecting to be laid up for the next week.

Arising next morning, I still found a very strong wind, but happily in a different direction, it being a nor'-wester. I started at 11.30, to make my second day's trip—to London—which proved to be a pleasure trip, and not like the previous day's work. Abler pens than mine having described this road, suffice it to say that bicyclists cannot expect to find a better road for such a long stretch. On reaching London, I was surprised, on reckoning the distance, to find that I had made it in eight hours' running time, which I thought was very good, considering the hard day's work I had the previous day.

The afternoon of the third day found me bound for St. Thomas, in company with Mr. Ellis, of the St. Thomas Club. We reached St. Thomas in two hours. The afternoon and evening were agreeably and pleasantly spent with our worthy vice-president, who kindly piloted me around the city and then to Port Stanley, returning by train to St. Thomas.

The fourth day I was bound for Simcoe. I reached the pretty little town of Aylmer in time for dinner, after which I started for Simcoe, but on reaching Richmond I got off the track, and found myself about two miles astray; so, retracing my steps to Richmond, I reached there in time to escape a passing shower, and, as it had every appearance of rain, I made quick time for the nearest R. R. Station, which was Corinth, a distance of four miles, and from there I took the train to Simcoe, and the next day to Hamilton, as I found the roads impassable on account of the rain which fell that night. Even with fair weather, I cannot see how the roads can be very good from Aylmer to Hamilton. From Hamilton I took the "Southern Belle" for Toronto. On tendering payment of my fare, I was also asked to pay for my wheel, which I did, but I told them that I would not charge anything for letting my fellow-wheelmen know about it, and in future would not trouble them with my custom.

After spending several days in Toronto, I left on the 2nd Sept. for Niagara Falls by steamer "Chicora." On this steamer, instead of being asked to pay for my wheel, I was assisted to stow it away in a place of safety. After reaching Niagara Falls, I started to wheel to Buffalo, but seven miles was as much as I wanted to wheel on that road, so I took the train for Buffalo, arriving there about 3 o'clock, after which I spent the balance of the afternoon on their asphalt streets, which are really splendid. Any wheelman going within fifty miles of Buffalo should go and see them.

I left there next morning for Niagara Falls, leaving there at 9 o'clock, bound for Hamilton. I got to St. Catharines for dinner, where I met several members of the C. W. A., who all reported the roads as being good, but I failed to find any good roads until I came near Beamsville, and from there to Hamilton they are first-class. There is considerable side-path riding

near Grimsby. "After leaving Grimsby I was met by Mr. A. H. Ridout, of the Hamilton B. Club, who accompanied me to the city. I was amply repaid for going over the rough roads by the magnificent scenery, and would recommend this trip to all lovers of scenery; but after making it, I think a person can go over any kind of a road.

I left Hamilton next morning by train for Woodstock, where I met several members of the C. W. A. After doing justice to a good dinner, I started for Stratford, which town I reached in time for supper. I found the road very good, but could get nothing to drink all the afternoon. I enquired at Tavistock for a soft drink, when I was handed lager beer, but I declined it, as I thought it would be too soft for a hot day.

At Stratford I also met several members of the C. W. A., who, like all other bicyclists, have their hearts in the right place. I left next morning for Goderich, distance 42 miles; splendid roads, but that day very dusty. Leaving Stratford, a person could go easily 24 miles without a dismount, the roads being very free of hills until Seaforth is reached, and then only one or two until we reach Clinton, where I think all the hills in that part of the country have been placed. But still the roads are first-class, and I made the 12 miles to Goderich in 1½ hours.

Left Clinton next morning at 9.30, after having the dust laid by a heavy shower. Mr. Geo. Cox kindly accompanied me as far as Carlow. The road to Lucknow cannot be beat; made six miles in 25 minutes. Several wheels at Lucknow, but I was told that they were kept in glass cases.

After dinner at Lucknow, started for Walkerton, distance 26 miles, *via* Black Horse, Riversdale and Enniskillen, on the Durham Gravel Road. Kincardine can also be reached this way, it being about 18 miles from Lucknow. I reached Walkerton in the evening, almost prostrated with the heat, it being excessively hot, with a strong sun and hot wind on my back all day. I stayed there until Monday, and then took train for Port Elgin, it being too hot to wheel with any comfort.

Before starting out, I invested in a ten-cent straw hat, and placed therein a cabbage leaf, changing it several times a day, which I found an excellent covering for the head, as neither rain, sun, nor dust can spoil it.

I found the C. W. A. Guide Book indispensable, and a great help in securing first-class hotel accommodation. After riding 50 or 60 miles a day, I found myself a pretty hard-looking case, covered from head to foot with dust and dirt, for there is no use trying to keep clean when out on a bicycle. And I believe that if it were not that I was on a bicycle I would have been run out of several hotels and sent to the cells as a tramp; but the bicycle saved me.

I returned with a ravenous appetite and weighing eight pounds heavier, and the next week I gained another eight pounds. I did not meet with a single accident, and had fine weather generally, and enjoyed it immensely, only sorry that it was not two months instead of two weeks.

INTERESTING DESCRIPTION OF THE ELECTRIC TRICYCLE MOTOR.

A writer of the *Cyclists' Touring Club Gazette* gives an interesting account of the electrical motor designed for tricycles and patented by the English firm of Ayrton & Perry. He says: "The machine constructed is a single-driving rear-steerer. The frame of the machine carries a platform, on which rest the accumulators, or secondary batteries, ten in number, charged with electricity. This platform is carried about a foot from the ground, to keep the centre of gravity low. The electro motor, or machine which supplies the motive power, is carried beneath the seat, and is driven by two light flexible wires from the batteries. As this machine runs at a very high rate of speed—1500 to 2000 revolutions per minute—it must be geared down. This is very easily done. A light but strong spur wheel is fixed on to the rear wheel of the tricycle, concentric with it; into the teeth of this fits a small pinion wheel, which is driven direct from the spindle of the motor. This motor is a wonderful little machine; it is about nine or ten inches long, and weighs 36 pounds. It is capable of developing a power on the spindle varying from three-tenths to four-tenths of a horse-power. This is far in advance, weight for weight, of any steam-engine in existence. The rider sits on a comfortable seat, with his feet on a foot-board (if I were having a tricycle built I should have central gear, with pedals as auxiliary), and steers with his right hand, while with his left he holds another handle which increases or diminishes the speed at leisure. Two five-candle power incandescent lamps can be turned on at will, which show the road better than any oil lamp. I understand that the patentees do not make those tricycles, but only supply the motors, which are a marvel of cheapness at £5. However, I should think any good tricycle maker would fit them to a machine at a small cost. Again, the accumulators would have to be obtained from another source, viz., the Electrical Power Storage Company, whose works are at Millwall. Some of your readers may ask, 'What can this tricycle do?' Well, with one charging it will carry a man, without any exertion on his part, at a speed of eight miles an hour for eight hours, a long enough run for most old veterans who have lost the power of their legs."

The Pope Manufacturing Company, of Boston, the makers of the Columbia bicycles and tricycles, has just opened a Branch House at No. 179 Michigan avenue, Chicago. Major William M. Durell, who will assume the management of this branch, is familiar with the bicycle trade, having had, for several years, the New York management of the Western Toy Co.'s business. The major also has quite a military record. He entered the Confederate army when a lad, fought in the battle of Bull Run, and to the close of the war. He was on Gen. Ewell's staff, and lost an arm in the battle of Spottsylvania. The Chicago Branch House will carry a large and full assortment of Columbia bicycles and tricycles, the machines manufactured by the Western Toy Co. and R. P. Gormully, and a complete line of parts and sundries.

Wheel Tracks.

Woodstock for 1885.

The Springfield tournament this year is fixed for Sept. 8th, 9th and 10th.

Asa Dolph, the Ohio flyer, is training to break the record the coming season.

Battleford, N.W.T., can now boast of a wheelman in the person of Mr. Harkey Gisborne.

The Springfield Bicycle Club's ball on Sept. 23rd was a grand success, netting several hundred dollars.

The Belleville Bicycle Club have already set to work preparing for their tournament on the 24th of May.

Tony Pastor, the celebrated manager, is organizing a minstrel company on wheels, and intends purchasing one for his private use.

Harry Etherington, the editor of *Wheeling*, London, England, is going to organize a party of English cyclists to take in Springfield this year.

Morgan, the professional, who writes under the *nom de plume* of "Spokes," is doing a deal of writing in the various cycling and sporting papers lately.

The members of the Woodstock Bicycle Club have always shown the ability to entertain fellow-wheelmen, and no doubt they will do justice to the annual meet of '85.

Rouge-et-Noir, the organ of Trinity College, Toronto, contains some choice reading, and is conducted by Henry K. Merritt, a member of the Toronto Bicycle Club.

H. L. Cortis will soon arrive in England from Australia, and will probably be seen on the track again this season. He was the pioneer among the sensational bicycle riders.

Westbrook, of Brantford, and Hacker, an American rider, are making a tour of Nebraska, giving bicycle exhibitions. Nebraska papers are quite lavish in praise of their skill.

Harry Leeming, who acted as trainer and right-hand man for Sellers and Howell during their trip to America, has been charged with embezzlement from the firm of Rudge & Co., in whose employ he was engaged.

As Mr. A. E. Domville has resigned his position as captain of the Hamilton Bicycle Club, on account of leaving the city, the following officers have been elected: Harry Fearman, captain; W. Rutherford, 1st lieutenant; Frank Close, 2nd lieutenant.

All members of the C. W. A. will bear in mind that the annual election of officers of the C. W. A. for 1885-6 takes place during April, and all nominations, duly seconded, must be in the hands of the Secretary-Treasurer before the 1st of April.

We are in receipt of a photograph of W. D. Wilmot, who is now giving exhibitions in California, showing him in twenty-four different feats of fancy riding. Mr. Wilmot was recently presented by his friends in San Francisco with a \$50 gold medal as a token of esteem. He intends making a tour of the rinks in California.

Sylvester Baxter succeeds Charles E. Pratt as editor of *Outing and the Wheelman*. Mr. Baxter was formerly of the Boston *Herald* staff. He is one of the oldest wheelmen in Boston, and was at one time a member of the Middlesex Bicycle Club.

Messrs. L. Lillard & Co., the extensive manufacturers of tobacco, have under consideration a novel plan of advertising. They propose to mount upon bicycles a party of men uniformed as a club, who will travel upon the machines throughout the country distributing circulars and supplies.

The bicycle has just achieved a great triumph in Pittsburg. A horse had shied at a human wheeler, the driver of the horse hurt, and there was a suit for damages. The judge ruled that the street belonged to the wheeler so long as he was not careless in his rampage. Horses must be more careful hereafter. If they frighten and hurt wheelmen, their owners are liable to damages.—*Clipper*.

S. Conant Foster, the well-known bicycling enthusiast, a member of the Citizens' Bicycle Club of New York, and the author of a book of verses published under the title of "Wheel Songs," fell a victim to pneumonia on Sunday morning, March 8th. He was but thirty-one years of age, and was a son of the late Colonel George Foster. His funeral took place on the 10th, and was numerously attended.

The Robinson Springfield medal business has cropped up again, and Mr. Abbott Bassett, chairman of the Racing Board of the League of American Wheelmen, writes a long letter of protest against the retention of the medal by "Doodle." This young gentleman is eccentric and peculiar enough, Heaven knows; but I believe in this instance he carries the sympathy of every British rider who knows anything of the facts of the case. In common with the N. C. U., who, however, are careful not to commit themselves to any public statement, I hold that the medal was only described as a challenge one *after it had been won*, and that the Yanks are doing nothing more nor less than trying to bounce A. H. R. out of it. They have certainly not a rosy chance of succeeding in this little game.—*Wheeling*.

One of the handsomest and most unique and original ideas in chromo-lithography is the Columbia Valentine, just issued by the Pope Manufacturing Co., of Boston, Mass. The design, which is in twelve colors and mounted upon a panel, is a genuine work of art. The picture, from a painting by Copeland, of Boston, is artistically divided into three scenic sections: the first, a view of early sunrise, with fine atmospheric effect, represents the wheelman's morning ride; the centre scene, appropriately framed by the tire of an Expert bicycle, is a strikingly beautiful view of picturesque country, a lady riding upon a tricycle, accompanied by a mounted bicyclist, crossing a rustic bridge in the foreground; the last scene is a wheel by moonlight, the bright rays of the hub-lights cutting the semi-darkness. Upon the back of the panel a descriptive poem is tastefully printed.

J. Moody, jr., of Hamilton, will start this month for England. He intends to make a bicycle tour through Great Britain.

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BICYCLE MEDALS
FOR 1884.



ALL
TRICYCLE MEDALS
FOR 1884.

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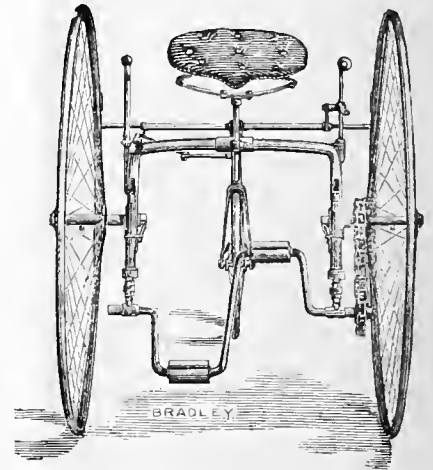
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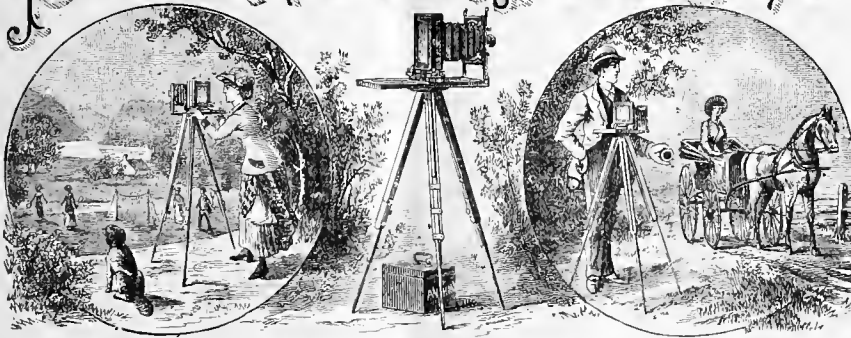
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FOR SALE—A 52-INCH SPECIAL BRITISH Challenge, full Nickered, all Ball Bearings. Has been ridden one season, and is a little bit worn. Will sell at a bargain. Address T. J. F., care of WHEELMAN, box 52, London.

FOR SALE—A CHALLENGE BICYCLE, full enamelled; has been used two years, but is in good condition. As the machine is too small for present owner, it will be sold cheap.—Address THE WHEELMAN, Box 52, London.

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The "COMET" is the best Roadster ever made in the Dominion, and ranks second to none to any imported machine.

It is made of the very best materials possible to be obtained in the English market, and for workmanship and finish is unsurpassed.



We are enabled to offer these machines to the public at a lower figure than those imported, not having the amount of duty to pay on the raw material as on the finished goods.

It is fitted with Bown's *Cæolus* Ball Bearings to both wheels. Warwick's Patent Hollow Felloes, Ball Pedals, Laced Spokes, Cowhorn Handle-Bars, and elegantly Painted, with Handle-Bars, Head and Cranks Plated.

Weight of a 54-inch Machine, 38 pounds.

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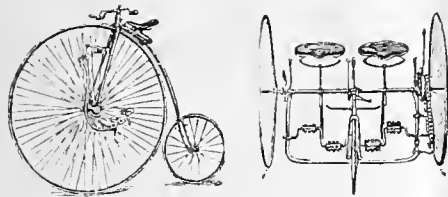
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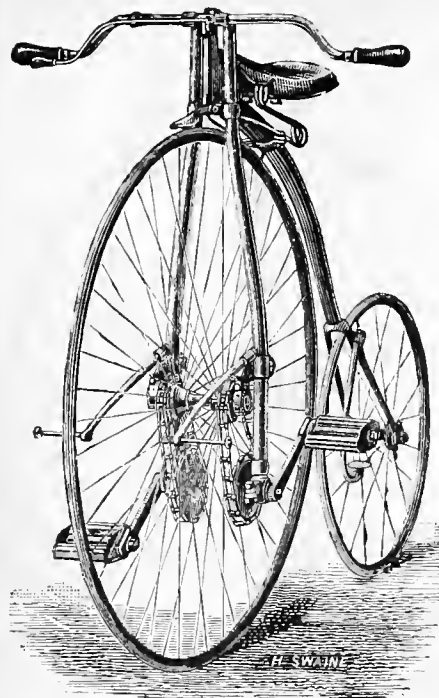
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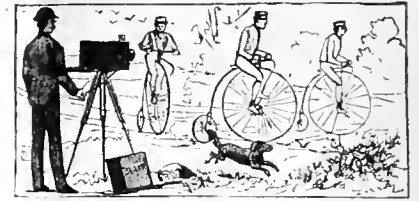
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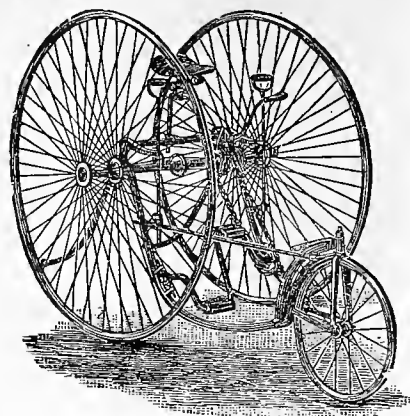
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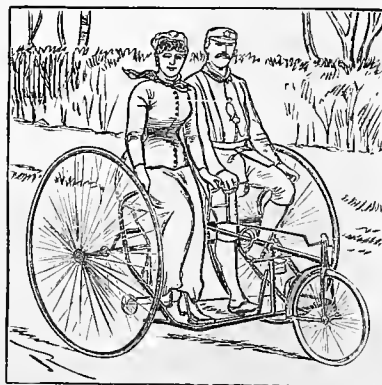
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No. 7.

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<p>ALL STEEL. ALL INTERCHANGEABLE, FINEST MATERIAL, BEST WORKMANSHIP.</p>	<p>"VICTOR"</p>  <p>BICYCLE.</p>	<p>COMPRESSED TIRES, which cannot be torn from rim. BOWEN'S BALL BEARINGS all over, including Pedals, all 42nd FINISHED IN HARRINGTON'S EXAMBL.</p>
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OVERMAN WHEEL COMPANY,

179 TREMONT ST., BOSTON, MASS., U.S.A.

Cycling Advertiser.

22 CHURCH ST., TORONTO.

APRIL, 1885.

A Yard of Poetry.

THE WHEEL THAT RUDGE BUILT.



This is the Wheel that Rudge Built.



This is the Man
(Whose nickname was
Dan)
That one day bought,
From Robinson's stock,
A wheel that Rudge
built.



This is the gurel
(With bang and currel)
Who sauntered along
The streets of the town,
And met the man
(The selfsame Dan)
That recently bought,
From Robinson's stock,
A wheel that Rudge
built.



This is her *pater*,
Who at home did
await her,
And who saw his
gurel,
With bang and
currel,
Sauntering along
The street of the
town

With the very same man,
Whom you know as Dan,
Who recently bought,
From Robinson's stock,
A wheel that Rudge built.



This is the Pa laid out flat,
Beside his crutch and his old plug hat,
Who tried to kill
With a wooden pill
The love-stricken man
With the name of Dan,
Who met the girl
With bang and curl,
As she sauntered along
The streets of the town,
As he rode aloft
On the wheel that Rudge built.

BUT

This lover Dan
Was that kind of a man.
That when he saw a girl
That set his heart a-whirl—
As she sauntered along
The streets of the town—
Would slay the Pa
Who would dare sto-
p him.

Thus ends our story,
But before we
Close, would strongly advise you to buy
from Robinson's stock, one of the
wheels that Rudge built.

:o:

THE SPRING OPENING.

The first bright wheeling day that came found an elbowing, eager crowd thronging around our premises on Church Street. At length we telephoned for a posse of policemen, who kept the boys back until those inside the building had purchased wheels. At 1 p.m. one of our salesmen fainted from over-exertion, and was carried out in a bicycle crate and dumped in the backyard to recover. At 2 the office boy took the third basket of greenbacks and notes to the Standard Bank, where a line of tellers stood, each wiping the perspiration off their 3x5 foreheads with due bills. At 5 we had nothing left in stock but the bicycle that Noah used on the roof of the ark, and a gongless bell. Thousands were turned away undealt with. Luckily, however, we had another stock at the Custom House, and we are fully prepared for a second onslaught.

A WORD ABOUT SADDLES & BELLS.

The improvements in saddles are most marked. From experience we are convinced that the Duryea saddle and spring combined is among the best of the American productions; and, counting on a large sale, we have reduced their price this season from \$5 to \$4. Sample one. Lamplugh & Brown are to the front with improvements in their amous Eclipse and Long-Distance Saddles. We forgot to mention also the Lillibridge Saddle and Spring, which is a most comfortable affair. As to bells, the single and double alarms of the Harrison's hold their own. The Hill & Tolman sells very well, and is a favorite with all who use it. We can recommend also the Perfection Automatic Alarm, which gives a particularly pleasing sound. Hill & Tolman are out with a new line of stop bells, which are simple in construction, and not likely to get out of order easily.

OUR CLOTHING DEPARTMENT.

If your club wants a new, neat and nobby uniform, send for samples and prices. Give some idea of what you want and we will supply you. We make, too, a fine stocking with a 6-ply top and a 4-ply foot at \$1.50, and an all 4-ply one for \$1.25. In polo or peaked caps we can also fit you out.

THE RUDGE SAFETY

Has been received with decided enthusiasm wherever it is seen. Already we have sold out the entire stock we ordered during the winter, and have sent for another shipment. Like all the Rudge wheels, it is particularly handsome in appearance, and runs like a sewing machine. We have a solemn conviction lingering around us that it is the safety wheel of the world, and has an immense field before it.

THE SUNDRIES DEPARTMENT.

We pride ourselves on the complete stock of extras kept, comprising all the novelties. The Tyre clips are invaluable to tourists and others when the tire comes loose and no cement is handy. In pedals, padlocks and chains, saddle bags, steel balls, lamps, cranks, cement, etc., we have a full assortment. Our Pagola Bicycle Oil takes well—25 cents per bottle. Lamp Oil at 40 cents per bottle. Backbones, heads, rims, tires, spokes, flanges, forks, etc., also kept in stock.

CYCLING LITERATURE.

Our news counter is kept stocked with all the Canadian, American and English cycling publications, and single copies may be had or yearly subscriptions will be taken. This new department in the business is evidently much appreciated, judging by the way it is being patronized. THE CANADIAN WHEELMAN is a decided credit to us, and every cyclist in whose soul a love of country and wheel burns should take it. The Boston Bicycling World is a well conducted weekly at \$2 per year. The Springfield Wheelman's Gazette, at 50 cents a year, is very popular. The New York Cyclist and Athlete and the Western Cyclist both have their favorites. Going to England, the old-established Cyclist, at \$2.50 a year, takes the lead. To enable you to choose the paper you want to subscribe to, send us 25 cents in stamps and we will mail you a sample package of five or six. By the way, we are booking orders constantly for the new edition of Sturmy's Bicyclist's Handbook—by mail, 65 cents. The Guide to Bicycling, at 50 cents, and Miller's Bicycle Tactics, at 25 cents, are valuable publications. Our Illustrated Poetic Catalogue sent on receipt of a three-cent stamp.

CANADIAN DEALERS AND WHEELMEN

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222 & 224 N. FRANKLIN ST., CHICAGO, ILL., U.S.

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BICYCLES
IN ALL SIZES, AT LOW PRICES.

THE AMERICAN CHALLENGE,
THE AMERICAN SAFETY,
and IDEAL BICYCLES.

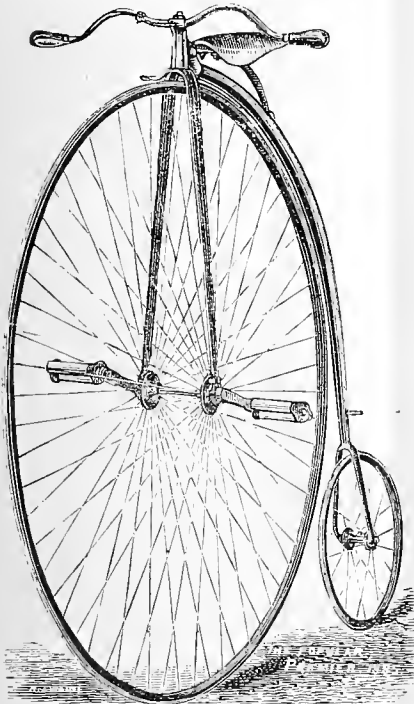
STRONG and LIGHT ROADSTERS, NICELY FINISHED and ALL PARTS INTERCHANGEABLE.

A good Agent (a Dealer) Wanted
IN EVERY TOWN.

*WHEELMEN!—Send for Illustrated Catalogue before buying
your Bicycles.*

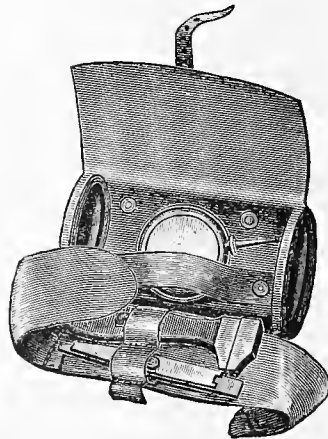
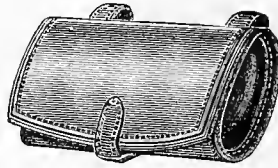
A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



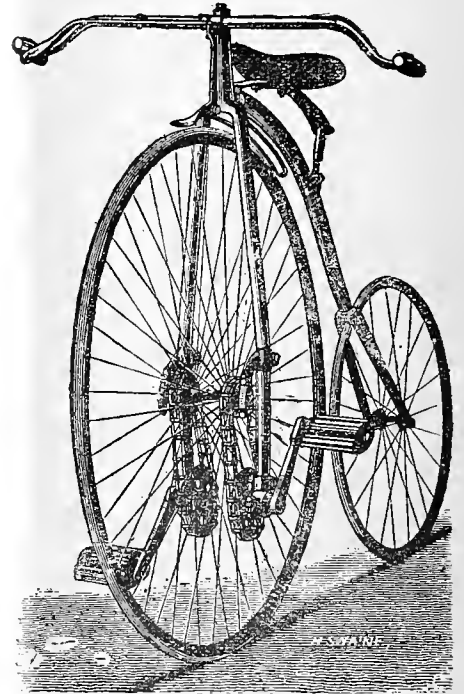
This machine has been greatly improved since last season, but price remains the same.

SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.



THE NEW TOOL BAG—simplest, neatest, no rattle. Price, \$1.75.

THE KANGAROO.



THE PERFECT SAFETY.

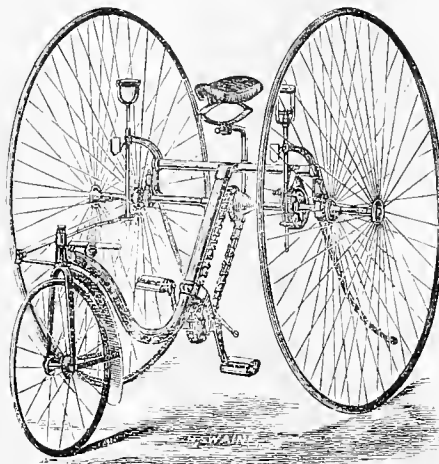
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

☞ Subscriptions received for all Cycling Publications.

50 SECOND-HAND
MACHINES

For Sale Cheap!

SPARKBROOK.



CENTRAL GEARED TRICYCLE.

Price:—Including improved spring rubber foot-rest, non-slipping rubbers to pedals and foot-rest, and other valuable modern improvements; 44 in., 46 in., 48 in., or 50 in.; ball-bearings to all wheels; nickel plated bright parts—\$130.00. Ball Pedals, \$5.00 extra.

Send 3-Cent Stamp
for largest and most
elaborate Bicycle Cata-
logue ever published in
Canada.

42 Pages—62 Engravings.

A. T. LANE, - - MONTREAL.

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HALL B. DONLY, *Sec.-Treas. C. W. A.*

Cornwall Club, of Cornwall, Ont. :

B 0672, Henry Turner B 0676, J. Wallace
B 0673, C. A. McHaffie B 0677, A. S. McDon-
B 0674, J. H. Shane nell
B 0675, W. Haskett B 0678, A. Knowles.*

Unattached.

Secretaries of clubs will oblige by sending in applications for membership for all new members of their clubs at once. In order that they can do this without loss, the Association makes certificates issued after the 1st April good until the 1st of July of the following year. By sending them in now, before renewals commence to come in, the labors of the Secretary will be lightened.

CONSULAR APPOINTMENTS.

The following appointments for local Consuls have been made this month :

DISTRICT NO. 1.

Paris.—W. W. Patterson.
Berlin.—O. Shantz.
Waterloo.—Charles Tice.
Norwich.—W. H. Miller.

DISTRICT NO. 2.

St. Catharines.—N. O. Lindsay.

DISTRICT NO. 3.

Napanee.—Alex. Leslie.
Belleville.—S. G. Retallack.

H. B. DONLY, *Sec.-Treas.*

ANNUAL MEETING OF THE BOARD OF OFFICERS.

THE 1885 MEET TO GO TO WOODSTOCK.

The annual meeting of the Board of Officers of the Association was held at the Club House of the Montreal Amateur Athletic Association, on Friday afternoon, the 10th inst.

There were present: Horace S. Tibbs, Esq., President; Jas. S. Brierley, Esq., Vice-Pres.;

Mr. H. B. Donly, Sec.-Treas.; Mr. W. A. Karn, of Woodstock; and Messrs. W. G. Ross and J. D. Miller, of Montreal.

The minutes of the last meeting were read and confirmed.

The President reported that during the year he had appointed a Racing Board and a Membership Committee, to perform the duties pertaining to such committees, subject to the action of the Board of Officers. He had also appointed Mr. A. J. Darch to the chief consulate of District No. 5, *vice* W. H. Nourse, removed from Canada.

The Secretary-Treasurer's report showed 676 members on the roll, and a balance on hand of \$220, against which must be charged half a year's grant to THE WHEELMAN, at \$8 per month.

Mr. Donly, Secretary of the Membership Committee, read a report of the transactions of that committee since its appointment. Four cases of infringement of the Amateur Laws. No action was taken on one, the transgressor having resigned from the Association to enter the professional ranks. One charge was found not proven; and in the other two cases the parties were expelled from the Association. On motion, the report was adopted.

On behalf of Mr. Eakins, chairman of the committee appointed to procure a testimonial for the Secretary, Mr. Brierley read a report of that committee, stating that their work had been done, and asking for their discharge.

On motion of Mr. Ross, seconded by Mr. Brierley, the report was adopted.

The Secretary reported that it was impossible to sell the gold and silver badges at the prices now charged without loss. In consequence of this, he was, on motion, instructed to raise the price to \$3.50 and \$1.50 respectively. He was also instructed to take steps to protect the interests of the Association in the copyright of these badges, it having become known that several jewellers in the country were manufacturing them.

On motion of Mr. Brierley, seconded by Mr. Miller, the Secretary was instructed to correspond with, and take whatever steps he may think fit to make with the L.A.W. a mutual agreement as to the two organizations respecting each other's laws and decisions, especially as it affects expelled members; and that he endeavor to procure from the L.A.W. a promise that Section 2 of Article IV. of their new Constitution shall not be interpreted to apply to Canada.

The Secretary reported that he had received a communication from the Montreal Club asking that their application for the meet of 1885 be withdrawn.

An application for the meet was read from the Woodstock Club. After some little discussion as to details, and the statement of the views of the Woodstock Club by Mr. Karn—

It was moved by Mr. Brierley, seconded by Mr. Miller, and ordered—That the invitation of the Woodstock Club be accepted with thanks, and that the terms upon which the meet be held there shall be that the C.W.A. and the W.A.A.A. assume equal responsibility in the expenses of the meet, said expenses to include all moneys expended on anything connected with the holding of the meet and the purchase of all prizes, either championship or otherwise,

and share equally in all profits which may accrue therefrom. The sum of \$60, for rent of grounds, to be paid out of the general fund to the W.A.A.A.

On behalf of the Woodstock Club, Mr. Karn briefly thanked the Board and accepted the terms.

The President named Messrs. Brierley, Harris, Karn, Muirhead and Donly a committee to co-operate with a like committee from the W.A.A.A. in the carrying out of the meet.

On motion of Mr. Miller, seconded by Mr. Ross, the Association assumed the cost of publishing the maps to go with the Guide Book, now in the hands of Mr. Eakins, and that said maps be distributed free to the members of the Association.

On motion, the Board adjourned to meet at the call of the President.

A prominent member of a leading Ontario Club and an earnest worker in Association matters, and one who has its interests warmly at heart, writes us as follows: "One constantly meets with the question here, 'What does the Association do for us?' and, unless you have something definite to name, it is difficult to show some people where the advantage of our membership with that body lies." We have too high an opinion of the intelligence and enterprise of the great body of wheelmen who compose the Canadian Wheelmen's Association to think that the miserly feeling prevails among them to an appreciable extent, but rather incline to the view that the question is only raised by a certain class of members who find their way into every association, only to disturb its harmony by their ill-omened croakings, and who make up by their persistency in fault-finding for the paucity of their members. It needs an awful small mind to ask a question like the above in sincerity, yet there are men who do ask them, and it is for their benefit we are now writing. In the first place, the C.W.A. asks as a yearly membership fee the sum of 50 cents. This is all. Nothing else is asked save a compliance with its rules and regulations, and to do this costs nothing. Does the person paying this 50 cents expect to receive in return the whole earth? if so, he had better keep his money in his pocket. There is no direct return of a dollar or two for every cent invested in the C.W.A. We have no room in our borders for men who expect it. Men do not buy bicycles with the object of making money. Pleasure is what they want. It should be for the enhancement of that pleasure that they join the Association. But it is not altogether for this purpose either. Every true wheelman should desire to see our glorious sport spreading and prospering. Is there any surer way in which to attain this object than by having an organization to which those desirous of becoming wheelmen can look to for guidance and instruction? Then, in "Union is strength," and bicycling is not so old and well-established that the most powerful club could affect to despise the aid, influence and countenance of the weakest of our fraternity, should an attempt be made to infringe upon our rights. Is it not worth something to know that an Association stands willing and ready to extend to its members theegis of its protection when

they are rightfully battling for their rights? Is it not worth the 50 cents to merely be a member of such an Association as the C.W.A.? Hundreds join the C.T.C., and are glad to have the privilege without expecting to obtain a tithe of benefit, direct or indirect. We pay our membership fee of \$1 each year to the L.A.A. with pleasure and willingness, not because we hope to make anything by it, for we don't, but merely for the sake of being upon its membership roll. And, then, when we pass from the poetry to the prose of this matter, do we not find that the C.W.A., with its small membership fee, has done as much if not more than older, larger and wealthier bodies that ask twice as much. Does our questioners ask us to think the work done by our Association is rescuing from a state of chaos our racing records and championships and placing them upon a permanent and substantial basis? Supposing there had never been a C.W.A., how many champion bicycle riders would there be in Canada to-day? We opine there would be one in every club. Would we have a single valuable record in the whole Dominion? In fact, wouldn't everything pertaining to bicycling be in a confusion that would be an utter disgrace to the wheelmen of Canada? Is it nothing, we would ask, to travel through this Province of ours, and, upon going into a strange town, find cordial greetings and friendly hands stretched out when we pronounce the magic letters C.W.A.? Calculating and dross, indeed, must be the wheelman who counts his 50 cents into one side of the scale and finds it balancing the warm friendships he may make through its instrumentality in the other. Is it nothing, when one wants to take a day or a week's or a fortnight's spin among the wheelmen of Canada, and over its magnificent highways and around its picturesque shores, to be able to put our Guide-Book in your pocket, content in the accurate descriptions of the roads given therein, and certain that your path has been marked out for you on a neat map, and your creature comforts attended to by a system of recommended hotels and local consuls, all provided for 50 cents per year by a provident Association, that gets for its pains the cool, business-like question, "Does it pay?" Shame on the spirit that gave it birth! It is discreditable to the fair fame of Canadian wheeling; incompatible with its history, and entirely out of keeping with that generous fraternal feeling that has grown to be the distinguishing characteristic of the bicyclist wherever you find him in this broad Dominion of Canada.

C.W.A. ELECTIONS.

The elections for officers for the year 1885-6 are now being held, ballots having been sent out by the Secretary on the first of this month.—Nominations are as follows:

DISTRICT NO. 1.

For Chief Consul.—W. A. Karn, of Woodstock, and John G. Hay, of Woodstock.

For Representatives.—R. N. Ballantyne, of Stratford; C. H. Hepenstall, of St. Thomas; J. G. Hay, of Woodstock; W. A. Karn, of Woodstock; T. Roether, of Port Elgin; and W. E. Tisdale, of Simcoe.

The District is entitled to one Chief Consul and five Representatives.

DISTRICT NO. 2.

For Chief Consul.—T. J. Campbell, of Toronto.

For Representatives.—R. J. Blachford, of Toronto; H. Kyrie, of Toronto; R. J. Bowles, of Brighton; H. C. Goodman, of St. Catharines.

DISTRICT NO. 3.

No nominations.

DISTRICT NO. 4.

For Chief Consul.—J. H. Low, of Montreal.

For Representative.—W. G. Ross, of Montreal.

DISTRICT NO. 5.

For Chief Consul.—A. J. Darch, of Winnipeg.

For Representative.—M. W. Matthews, of Winnipeg.

Literary Notes.

The April issue of *Outing* is enlarged to nearly double its former size, and its compound title is wisely simplified to the expressive *Outing*. A new and tasteful cover and increased illustration of the best sort gives it comeliness, and its table of contents is substantial and alluring. Four serials are begun in this first number of the volume. Julia Hawthorne contributes four chapters of a strong novel, entitled "Love—or a Name," which will deal largely with modern politics, and whose hero is a young man of brains and good-breeding, engaged in practical life in New York. "A Modern Tramp," by Mr. E. C. Gardner, author of "Homes, and How to Make Them," is an illustrated serial in which the problem of summer homes is pleasantly and helpfully considered. "The Flag of the Seven Upright Ones" is a striking tale of Swiss democracy, by the famous novelist Gottfried Keller, translated by Miss Frances A. Shaw. The fourth serial is entitled "Across America on a Bicycle," and begins the story of Mr. Thomas Stevens's journey across the continent. It is full of life and incident, and is happily illustrated by Mr. W. A. Rogers. An entertaining paper on the Charcoal Burners of the Green Mountains is profusely illustrated by the author, J. R. Chapin; and a delightful article describing a vacation in Canada with birch and paddle is illustrated by the frontispiece, a striking picture drawn by Henry Sandham, engraved by H. E. Sylvester, and printed in two colors. The departments are full, and of great interest, presenting a variety of novel features.

Through the kindness of Sec. E. R. Shipton, of the C.T.C., we are in receipt of the last edition of the Cyclists' Touring Club Hand-book and Guide. It is compiled in a different way to our Canadian Hand-book, inasmuch as it does not contain a description of the roads, merely showing the names of the various consuls, who are supposed to be competent to furnish all information as to roads, and recommended hotels, repairers, etc. It certainly must prove an invaluable acquisition to British tourists, and reflects great credit on its compiler, Ernest R. Shipton.

The "Comet," the new Canadian Roadster, manufactured by Fane & Co., of Toronto, seems to meet with special favor. Do not forget to call on this firm before purchasing.

THROUGH A SNOW-SHED WITH A BICYCLE.

Thomas Stevens, who begins in *Outing* for April an account of an adventurous trip across the continent on a bicycle, gives the following description of going through the snow-sheds of the Central Pacific Railway across the Sierra Nevada summits:

East of the summit is a succession of short tunnels, the space between being covered with snow-shed; and when I came through, the openings and crevices through which the smoke from the engines is wont to make its escape, and through which a few rays of light penetrate the gloomy interior, are blocked up with snow, so that it is both dark and smoky; and groping one's way with a bicycle over the rough surface is anything but pleasant going. But if "there is nothing so good but that it can be made better," there is also nothing so bad but that it can get a great deal worse; and before going far, I hear an approaching train, and forthwith proceed to occupy as small an amount of space as possible against the side, whilst three laboriously-puffing engines, tugging a long, heavy freight train up the steep grade, go past. These three puffing, smoke-emitting monsters fill every nook and corner of the tunnel with dense smoke, which creates a darkness by the side of which the natural darkness of the tunnel is daylight in comparison. Here is a darkness that can be felt; I have to grope my way forward inch by inch, afraid to set my foot down until I have felt the place, for fear of blundering into a culvert; at the same time never knowing whether there is room, just where I am, to get out of the way of a train. A cyclometer would not have to exert itself much through here to keep tally of the revolutions; for, besides advancing with extreme caution, I pause every few steps to listen; as in the oppressive darkness and equally oppressive silence the senses are so keenly on the alert that the gentle rattle of the bicycle over the uneven surface seems to make a noise that would prevent me hearing an approaching train.

This finally comes to an end; and at an opening in the sheds I climb up into a pine tree to obtain a view of Donner Lake, called the "gem of the Sierras." It is a lovely little lake; amidst the pines, and on its shores, occurred one of the most pathetically tragic events of the old emigrant days. Briefly related: A small party of emigrants became snowed in whilst camped at the lake, and when, towards spring, a rescuing party reached the spot, the last survivor of the party, crazed with the fearful suffering he had undergone, was sitting on a log, savagely gnawing away at a human arm, the last remnant of his companions in misery, off whose emaciated carcasses he had for some time been living!

The Overman Wheel Company's catalogue has come to hand, and is certainly a specimen of the enterprise of the firm, being very handsome. It contains a description of the Victor bicycle manufactured by the Overman Company, which is pronounced by experts to be one of the best machines on the market.

The *Wheel* of April 3rd contained a full illustrated description of the Big Four Bicycle Tour.

The Canadian Wheelman:

A JOURNAL OF CYCLING

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED ON THE 20TH OF EVERY MONTH BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA

Subscription Price:

ONE YEAR, IN ADVANCE. - - - - \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. TIBBS, Montreal, } *Associate Editors*.
W. G. EAKINS, Toronto, }
HAL B. DONLY, Simcoe, *Association Editor*
JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company.

JAS. S. BRIERLEY,
St. Thomas, Ont.

The *Wheel*, of New York, goes a long way out of its road to do the C.W.A. an injury. It announces, with a gusto that shows only too plainly its delight, that the Wanderers' Club of Toronto are about to withdraw from the C.W.A. and join the L.A.W. They further state that the Wanderers have over one hundred members in the C.W.A., and that their example will be followed by many other Canadian clubs. There is hardly truth enough in these statements to save them. Its appeal to the members of the C.W.A. to amalgamate with the L.A.W. in a body is lost. There is not even a fractional feeling looking towards amalgamation to be found in Canadian wheel circles. Every proposal having this end in view has been sat upon immediately upon its being brought into light by some unlucky wight, who fancies he has struck upon a project that will bring him glory and earn the lasting gratitude of every wheelman in America. The C.W.A. does not wish to lose the Wanderers. We regret their action immensely. But we beg of the editor of the *Wheel* not to run off with the ideas that have been pounded into his head by that nice young L.A.W.-ite of the Wanderers. That club's defection will not ruin the C.W.A. Their membership is just 45, instead of over 100; and instead of their action being imitated by other clubs, the very reverse is the case, so much so that the club itself is torn with internal dissensions, and on the verge of disbanding. If the Wanderers join the L.A.W., it will be with ranks decimated by the defection to a C.W.A. club of all their leading officers and nearly half their members. These are facts. Perhaps the *Wheel* will be just enough to give them equal publicity with his former statement in reference to this matter.

The action of the Wanderers in voting to withdraw at the end of the Association year from the C.W.A. is certainly, all things considered, a most ill-advised one, and we are glad to see that it is meeting with no sympathy whatever among Canadian clubs, but, on the other hand, is being condemned without stint. Nor does the resolution appear to be looked upon with favor by the

club as a body. We are informed, on most reliable authority, that the club is almost equally divided upon the matter, and if the majority persist in dragging the club out of the C.W.A. into the L.A.W., over twenty of the members will sever their connection with the Wanderers, and either form a new club or join the Torontos. and that out of the present membership of 45, the young gentleman who is so enamored with the L.A.W. will not be able to muster 25 followers into the ranks of the League, instead of the one hundred odd that he has been promising friend Jenkins of the *Wheel*.

The Woodstock Club is the first to take advantage of the rule of the Racing Board which allows the granting of leave to clubs that hold important meetings to hold a race for the championship of their province. The Woodstock Club, with characteristic enterprise, have applied for and been granted leave to place on their programme a five-mile race for the championship of Ontario for their meeting to be held on the 25th May. The race will no doubt add greatly to the interest of the meeting, and bring together some good men.

One evening last season, Messrs. Eck, Morgan and Westbrook, the professionals, were strolling down one of the prominent streets in Chicago, when they happened to meet Corbett, editor of the *Sporting and Theatrical Journal*, in front of McVicker's theatre, under the brilliant glare of the electric light. Eck, stopping Corbett, introduced Westbrook. "Mr. Corbett, this is Mr. Westbrook, 'Champion of Canada.'" "Pleased to meet you, etc. etc." Then turning to Morgan—who, by the way, was intimately acquainted with Corbett—Eck said, "Mr. Corbett, allow me to introduce you to Mr. Morgan, 'Champion of Canada.'" Corbett looked somewhat bewildered at the two "champions." Eck, pointing to himself, then said, "Last, but not least, allow me to introduce you to the only T. W. Eck 'Champion of Canada!'" Mr. Corbett fainted, but, no doubt, does not yet understand who is professional champion. Neither does anyone else.

EDITORIAL NOTES.

Twelve pages was entirely too small for us, so we had to enlarge.

As an advertising medium, THE WHEELMAN is proving a great success. A glance at our columns easily shows this.

This issue of THE WHEELMAN has been necessarily delayed a few days to enable us to publish full reports of the Spring meeting of the C.W.A.

We are pleased to acknowledge receipt of photographs from Messrs. Geo. H. Orr, of Toronto, and Chas. E. Dudley, the fancy rider, of Detroit. By the way, THE WHEELMAN album is always open to receive additions to its ever-increasing collection.

From present appearances, there is every reason to believe that touring is going to be indulged in more than ever this season, several very extensive trips being already announced,

and cyclists who do not have the pleasure of a good outing this summer cannot complain of a lack of choice.

The sudden call to arms, which has been brought about by the rebellion in the North-West, has been the means of reducing the ranks of "the noble army of cyclists" to a considerable extent; but it is the fervent wish of every one that it will only be for a short time, and that all will return stronger than ever.

The Woodstock Bicycle Club will have two large undertakings this season—one being the meeting of the Woodstock A.A.A. on May 24th, and the other the C.W.A. meet on July 1st, but with their Keene knowledge for managing tournaments, and the co-operation of outside wheelmen, both will no doubt be made grand successes.

AROUND THE WORLD

Mr. Thomas Stevens resumed his trip around the world on the 9th inst., when he sailed from New York for Liverpool, on the "City of Chicago." From Liverpool he will start 1st May. Regarding his preparations and plans, he says:

"I shall ride a 50-inch Expert Columbia. I shall use the best long-distance saddle; shall carry a change of clothing, a light rubber coat, and writing materials all securely fastened to the machine. I shall depend upon purchases en route for needed supplies. I shall wheel from Liverpool to Dover, sail across the straits of Dover, land at Calais, wheel to Paris, through France and Germany to Vienna; through Austria and Turkey, and via the valley of the Danube, to Constantinople; cross over to Scutari, in Asiatic Turkey, touching at Erzerum and other points in Persia. I expect to reach Teheran, the capital of Persia, some time in the fall. I shall probably winter at that city or at Bokhara, Turkestan. I hope to resume my journey early in the spring. I shall wheel into the Chinese Empire, and attempt to go through the Empire via the valley of the Yang-Tse-Kiang. I may be obliged to materially change this course, for we have no authentic guide, or the definite experiences of travellers, to work out the probable reception of the natives, or many unforeseen difficulties. After crossing the Chinese Empire, I shall proceed to Japan, and there shall end my wheel ride, having made the entire land journey around the globe on a bicycle. I shall take steamer for San Francisco, and probably stop over one steamer at Sandwich Islands."

The trip will take eighteen months, and the entire distance travelled will be 13,000 miles. Mr. Stevens travels as the representative of *Outing*, and will contribute his experiences to that magazine in a series of illustrated articles.

Chas. Robinson & Co., of 22 Church street, Toronto, make a departure in advertising by having a paper inside a paper on page 2 of THE WHEELMAN, where their own hired poet has the field all to himself. Messrs. Robinson & Co. report that the Toronto streets are being rapidly cleaned, as well as dried up by the sun, and that most of the wheels have begun service. The system of cedar block streets will be greatly extended this season, so that the cyclists can go to almost any part of the city without leaving the blocks.

Correspondence.

STEVENS'S ROUND-THE-WORLD RIDE.

Editor CANADIAN WHEELMAN:

March has been a very strange month, as to weather, in the region of New York,—the average temperature of the first three weeks of it having been colder than the average of the three winter months which preceded; and the final Sunday of it having brought nearly a foot of snow, though this has now disappeared. The warm winds of April, I suppose, will attract many wheelmen to the Boulevards,—though I myself shall be kept closely chained to my desk till midsummer (unless the cholera previously carries me off), in order to put on the finishing touches to "X M. Miles on a Bi." The task of composing the unwritten chapter proves a very slow one; and my description of "the roads around New York" (Chap. VIII.,—the plates of the previous chapters covers 63 pages, and are now completed), which I told you I was struggling with a month ago, is even yet unfinished. It will exceed 15,000 words in length, or enough to make a small book in itself. Since my last letter, I have awarded the contract for supplying the heliotype likeness of bull-dog, which is to face the title-page of book, to the Photo-Gravure Co., of 853 Broadway, this city.

The most important wheeling event of the season, as it seems to me, is the sailing from this port, next Thursday noon, of Thomas Stevens, who has already accomplished by far the largest bicycle tour in the world (San Francisco to Boston, 3,700 miles, April 22 to August 3, 1884), but who yearns to conquer the entire circumference of the planet. The report given of his plans in this week's *Bi. World* is authentic, and I advise you to reprint it. The editor thereof says, in reference to their adventurous undertaking: "There are one thousand chances of failure to one of success;" and I presume he speaks the truth. The best-informed of people know but little about Asia, and I myself am unfamiliar even with the information that is accessible; but my belief is that there is a strong probability that the man will be killed, as so many other ambitious explorers have been killed before him.

His own beliefs in the matter, however, are to be found explained in the *Springfield Wheelmen's Gazette* (March issue, p. 176), and I sincerely hope that experience may prove them to be nearer the truth than mine. One thing, at least, I am quite sure of. The various talks I have had with Mr. Stevens, during his stay in this city of nearly eight months, have convinced me of his entire simplicity and good-faith. He is modest and unassuming to a degree. There is no brag or bluster about him; no itching for notoriety or popular applause. He goes into this thing for the simple pleasure of it; for the delight of doing what no other man has done before. He sincerely expects to succeed; and my belief is that nothing but death will have power to bar him from success.

The current issue of *Outing* contains the first ("Over the Sierra Nevada") of four illustrated articles of his, descriptive of his remarkable ride "across America;" and he hopes to have the first section of his European experience ready

for insertion in the August issue of the magazine, in regular continuation of the series. Besides this, he has written a large book (200,000 words) descriptive of his ocean-to-ocean journey; and I presume that the publication of this volume by the publishers of *Outing* may be a part of arrangement under which he is to continue his travels as their authorized representative and correspondent. I expect to have another talk with him before he sails; and I may be able to report some other facts of interest concerning his plans when next I write to you.

As to my own plans, once more, my time is now spent in writing the book and reading the proofs of it, rather than in canvassing for subscribers. I now lack but 342 of completing the 3,000 names, and I'm certain that they'll all be enrolled before the last chapter of my book is ready for the printer. Japan and Switzerland were added to my list during March, while my total from England increased to 64 and my Australian total to 46. My Canadian contingent, on the other hand, has remained about stationary, in the region of 120 names, for the last three or four months; though perhaps your allusion to my Bermuda specimen-chapter, in the March issue, may inspire a few dilatory ones to send in their names to me for enrolment before the price goes up, from \$1.00 to \$1.50. I hope to publish about the end of June, if I don't break down from long-continued overwork.

KARL KRON,

Washington Square, New York, April 4.

Biggleswade, Bedford, England,
March 26, 1885.

Editor CANADIAN WHEELMAN:

DEAR MR. EDITOR,—I have perused with much pleasure your "sketch" of C. F. Lavender in your February issue; and perhaps you will permit me to give expression to that feeling as an old fellow-clubman of Mr. Lavender. He was for sometime a member of the Biggleswade and District Cycling Club, and undoubtedly the fastest man in it. It is cheering to the friends of Mr. Lavender on this side of the water to hear so good an account of him, and most thoroughly do I endorse your opinions as to his coolness in racing and his modesty in victory. A real good fellow, all round, is "Charlie Lavender," and hearts this side will beat a responsive echo to your well-merited encomiums.

What has become of Taylor, who went out with him? Why all this silence and mystery? Speak out, Charlie, and tell your old friends how matters stand! You little know how much you've been the subject of conversation here; and many in Bedford were prepared to allege you'd never gone out of England at all!!

With apologies for the length and gush of this epistle, believe me, dear Mr. Editor,

Yours most obediently,

ARTHUR J. HILLS,

Capt. Biggleswade & D.C.C., Chief Consul C.T.C.,
Delegate on the Council of the N.C.U., &c.

Wm. Payne, of London, has issued a very large catalogue this year, containing full descriptions of every machine that is made by Singer & Co., as well as all the articles that are usually required by cyclists. Payne keeps well up with the times.

With the Clubs.

OTTAWA BICYCLE CLUB.

The annual meeting of the Ottawa Bicycle Club was held on the 12th ult., and the following officers were elected:

President....G. A. Mothersill (re-elected).
Captain.....F. M. S. Jenkins "
1st Lieut....Henry Roy.
2nd "....L. M. Rogers.
Sec.-Treas. J. W. Hawley.

SIMCOE BICYCLE CLUB.

The following officers have been elected for the season of 1885 by the Simcoe Bicycle Club:

Hon. President....G. A. Wells.
President.....W. S. Perry.
Sec.-Treas.....W. E. Tisdale.
Captain.....W. V. Wallace.
Lieutenant.....A. W. Donly.
Bugler.....A. Miller.
Standard-bearer...Geo. A. Cook.

The club is in a very prosperous condition, and intend putting in a first-class season this year, if everything proves favorable.

RAMBLERS' WHEEL CLUB.

The annual meeting of the Ramblers' Wheel Club, Belleville, was held on Tuesday evening, April 7th, and the following officers elected for the season of 1885:

President—H. Corby.
1st Vice-Pres.—Thomas Ritchie.
2nd "—Prof. S. T. Greene.
Captain—Geo. E. Reid.
1st Lieut.—L. B. Cooper.
2nd Lieut.—George Davis.
Secretary—R. E. Clarke.
Treasurer—W. P. Way.
Standard-Bearers—F. Foster, H. Price.
Bugler—T. G. West.
Handicapper & Timer—W. R. Carmichael.
Representative—S. G. Retallack.
Auditors—R. H. Fenwick, S. Thompson.

Besides electing officers, it was also voted that the membership fee be reduced from \$3 to \$1 per year. The club is in a most prosperous condition, and hope to make a good showing this year.

Master Chas. E. Dudley, the fancy rider of Detroit, gave four exhibitions in London last week, giving the utmost satisfaction to everyone. Although but a youth of fifteen years, Dudley does some very clever riding and balancing, his one-wheel act, especially, without the handle-bar, being remarkable. If properly managed, he ought to prove himself one of the best in the business.

A. T. Lane, of Montreal, is out with one of the neatest and largest catalogues that has ever been issued, containing nearly 50 pages and 60 cuts. It is uniquely gotten up, being entirely different from the ordinary catalogue, and contains descriptions of everything that is needed in the cycling line.

Poetry.

"SHE."

She comes her tricycle upon,
And glides as lightly as the swan,
Or as the swallow flies;
And moves with such an airy grace,
The ardent blood with glowing trace
Her cheek with crimson dyes.

The breeze doth linger by her charms,
And seeks with cool encircling arms
To help with loving care;
The sun that o'er the branches creeps
Through ev'ry leafy crevice peeps,
To view a form so fair.

Beneath her gown her little feet,
Now up, now down, with rhythmic beat,
Do press with dainty tread;
Like moths that circle round and round,
And chase each other o'er the ground,
Through mazy whirlings led.

Her little hands direct her way,
And make her steed her will obey.
As fancy doth incline.
Ah me! if those dear hands would guide
My wayward steps, and by my side
Those feet would tread with mine!

—*Anas Cyclist.*

PROPOSED TOUR OF GREAT BRITAIN BY
TORONTO WHEELMEN.

The success of the Toronto Bicycle Club's tour through Eastern Ontario last year has encouraged the members to arrange a much more extended trip for the coming season. On account of the expense necessarily attached, it was thought impossible to fulfil the ideal of every bicyclist, viz., a tour of Great Britain: but Messrs. Webster and Kyrie, after taking the matter in hand, have planned a trip lasting altogether about seven weeks, and costing only \$200. Arrangements are not fully completed, but it is expected that the party will leave Toronto on July 15, sailing from New York the following day for Glasgow. The route will probably be through Scotland first, taking in, among other places, the Trossachs, the Caledonian canal, Inverness, Aberdeen, Dundee, Perth, Stirling, Edinburgh, and Melrose. Entering England, the route will be continued down through York, Sheffield, Birmingham, Coventry, Kenilworth, Stratford-on-Avon, and Oxford to London. From London west to Bristol, thence north through Hereford, Shrewsbury, and Chester to Liverpool. The approximate distance to be wheeled is 1,400 miles, which, allowing one week in London, will leave an average of fifty miles per day, a distance not too great over fair Canadian roads, and certainly quite practicable on the roads of the Old Country. *Mail.*

The Pope Manufacturing Company of Boston has just issued its Spring catalogue. The book contains 52 pages, is handsomely printed on fine paper, and illustrated with nearly 70 engravings of the Columbia bicycles and tricycles and sundries, for the season just opening.

Our Racing Men.

GEORGE H. ORR.

Mr. Geo. H. Orr, of Toronto, is one of the oldest riders of that place, and one of the founders of the well-known Toronto Wanderers' Club, of which he has now attained the position of captain. As a racing man, it is to his credit that in the various races in which he has participated he has always managed to obtain either a first or second place, with one exception through accident. The one-mile has been his favorite, and in this class he defeated the well-known Toronto riders, Davies, Doolittle and Campbell.

Socially, Geo. Orr is known to be very genial and is held in high esteem by all his friends. For the second time he has been chosen Canadian envoy to the American tourists who are this year formed under the name of "The Big Four Tour." His first race was in the 1883 Bank Sports, where he won second prize, being beaten by Doolittle in a field of five entries. In July of the same year, at the Law Sports, in a two-mile race with four entries, he won first prize. On Sept. 17th, 1883, at the Exhibition races, in the one-mile open, with 17 competitors, including all of Toronto's fast riders at that distance, he won easily in 3.17, then considered very fast. Also, in Sept., 1883, he won two races in Barrie, in which, out of three entries, two were from Toronto.

On July 12th, same year, after a week's illness, and without practice, he won first prize at the Exhibition Grounds, defeating Campbell, of Toronto, by a length. On May 24th, 1884, he won second prize in fancy riding competition, being beaten by Doolittle with a list of five entries. At the 1884 Toronto Bank Sports, he won second prize, being defeated by Lavender in 3.13. In this race he defeated Doolittle and Davies. Three days after this race, while practising on the cinder-path for the C. W. A. races, he fell and displaced his right knee-cap, which has rendered him incapable for further racing, thus ending a short but successful career.

Besides the medals and cups won for bicycling, Mr. Orr has a large collection of medals and plate won for running, jumping, and other athletic contests.

Racing Notes.

The Big Four Tourists intend giving a century road race during their tour through Canada, starting at Colborne and finishing at Kingston, for which a very handsome medal will be given the winner. It will be open to one each of the Safety and crank wheels on the market, and promises to be very interesting.

John S. Prince is out with a challenge to race any trotter in America, Maud S. and Jay-Eye-See not barred. His distance against horses is from five to twenty miles. He also issues a challenge to any professional in the world, and authorizes W. J. Morgan to arrange matches for him.

Fred. Rollison, the ex-champion of America, has been liberated from jail, and issues a challenge for the championship of the Pacific Coast.

"MOCK MODESTY" OR, LADIES AND TRI-CYCLING.

We have been very much agitated over several questions relative to ladies and the wheel, and every phase of them has been duly and figuratively kicked, cursed, or kissed, according to the mental acumen of the debaters. We have outlived many objections, and there are few who do not admit that tricycling for ladies is a health-giving and pleasurable pastime, admitting of change of air and scene at so small an outlay and little risk. This alone warrants it being one of the best appreciated recreations possible for them, and this, now we are more enlightened, without running the risk of some dire calamity befalling them. Their hair will not lose its curling qualities nor their faces freckle. They have now the courage of their convictions, and beneath their notice are the pruderies of Mrs. Grundy—

Old and formal, fitted for her pretty post,
With a little hoard of maxims preaching down a
daughter's heart.

In fact, rather the reverse, for the hair looks curlier than ever in the golden sunshine, and the face has the healthier hue of one who thinks that life is worth living, after all. We ladies in England find that many a pleasurable experience, recorded on the tablets of our memories as things never to be forgotten, occurred on a tricycle. Last summer, when a young lady and I were propelling our social along some of the leafy lanes of "this other Eden—demi-paradise," one of the prettiest sights we saw on the road was a social tricycle, on which were husband and wife working shoulder to shoulder at the front, while two little olive-branches were perched on seats behind, looking the very picture of happiness. Could there be a pleasanter mode of taking the wife and family out for a blow of country air? How is it when a young woman wishes to elevate herself above the humdrum existence of every-day life that she meets with nothing but opposition? If she neglects the lap-dog for the Latin *Principia* she is a "blue," and therefore to be avoided; if, instead of revelling in the vanities of afternoon tea scandal, she has opinions of her own, and cannot be convinced against her will, it provokes the cynic's retaliations, which is an illustration of the truth—"Mockery is the fume of little hearts." Lord Lytton says truly: "You women are at once debarred from public life, and yet influence it. You are the prisoners and yet the despots of society. Have you talents? It is criminal to indulge them in public, and thus, as talent cannot be stifled, it is misdirected in private." "'Tis true 'tis pity, and pity 'tis 'tis true." Some few years ago, when one or two young women first paddled a tricycle into the sunny lanes of old England, getting a well-earned glimpse of lovely landscapes, and communing with the "noble senators of mighty woods, tall oaks," and thereby obtained a brighter eye and a rosier cheek—how the impropriety of the thing was discussed! but how it flourished, in spite of the "worm if the bud," far abler pens than mine may tell. Innovations are objectionable, and when one leads many follow, without even stopping to think. But in England we have outlived all the objections, and

now a club run is deemed incomplete without its usual complement of lady members, who have always found the society of the knights of the wheel, in Shakespearian language, "a think to *br* for." Even the gay young sparks prove themselves, to say the least, sparks of honor; while the courtesy and gallantry to be met with on all hands adds yet to the enjoyment of tricycling.—EMILY SMITH, in *Cycling Times*.

SPEED.

As regards speed for a mile or two, or even several miles, there can be no comparison between the pace of a horse and that of a man on a bicycle. The horse is far and away the speedier; but after about twenty or twenty-five miles the horse, it seems, begins to come back to the man. The relative speed of horse and man, quite unincumbered by weight, has never been tried, as it is always necessary either to ride or drive a horse when he is being tried. But in comparing the best times on record of a trotting-horse driven in a light gig, as is the fashion in America, and a man riding or propelling a 27lb. bicycle, the conditions, taking the relative strength of the contestants into consideration, may be thought tolerably equal.—Maude S., Mr. Vanderbilt's celebrated horse, trotted one mile in 2.09; the champion time for a bicycle is 2.39. Leaving out intermediate distances, I find that Lady Mack did five miles in 13:00; Mr. Hiller has ridden it on a bicycle in 14:18; Controller did 10 miles in 27:23¼; Mr. English accomplished that distance in 29:19 3/5; 20 miles was done by the horse Captain McGowen in 58:25; Mr. English, who holds the record for 20 miles, accomplished it in 59:06 3/5. Twenty miles well within the hour must surely be looked on as a wonderful performance. But after 20 miles, the man rapidly begins to go to the front. The best 50 miles on record has been done by Ariel in 3:55:40½; but Ion Keith-Falconer rode that distance on a bicycle in 3:43:58 3/4. Conqueror travelled 100 miles in 8:35:53; F. R. Fry, on a bicycle, did 100 miles in 5:50:05 2/5. The same distance, 100 miles, was done on the high road by George Smith in 7:11:10. The other times mentioned were performed on the cinder-path. No trial has been recorded for a horse beyond 100 miles. But a tricyclist has ridden 222¼ miles in 24 hours; and a few weeks ago a performer on a newly-invented little two-wheel machine of odd appearance, called a kangaroo, travelled 267 miles within the same time. It is therefore plain that in staying power a man on a bicycle, or even on a tricycle, which is a much heavier machine, not primarily adapted for racing, is infinitely superior to a horse. Probably up to 25 miles the best horse would beat the best bicyclist; but after that distance the horse would, in yacht-racing phrase, never see the way his adversary went.—VISCOUNT BURY, in *Nineteenth Century*.

Messrs. Webster and Ryrie, of Toronto, are organizing a bicycle tour through England and Scotland, taking in most of the interesting points and all the fine roads. Time, seven weeks; cost, less than \$200. Are you going? Don't all speak at once.

A TOUGH TOUR.

I had spent the greater part of my vacation in learning to ride the bicycle, and was already finding much pleasure in its use. One afternoon, as I returned from a short but glorious spin, I concluded that I must have a grand rough-and-tumble, go-as-you-please tour. Time being precious, I began to prepare as soon as I reached home. My first care was to put my wheel in order. It was a 54-inch Standard Columbia, with balls to front wheel, coned pedals, and cones to rear wheel. Grasping it by the backbone, just before the saddle-spring, I shook it quickly, but gently, back and forth. A rattle greeted my ears, coming apparently from the head centres: but, to be sure, I placed one finger on the point where the lower neck cone rested in the lower head centre and shook again. This time I plainly felt too much play, so I removed the set-nut on top, and using the dust shield for a screw-driver, tightened the screw till I felt that more tightening would make it turn perceptibly hard; then replaced shield and set-nut. Next, holding by the head, I placed the other hand on the rim of wheel and shook from side to side. This revealed considerable play. Removing hand from head, I placed a finger so as to touch bearing-box and axle at the same time, and, on shaking the wheel, found so much shake that I concluded the bearing-box to have been grinding on the sleeve. Loosening the catch which held the balls till only the least bit of play could be detected. Then, securing the catch, I went round and examined the other bearing. It was all right, so I held the head and shook the wheel again. Still there was some play. Since the bearings were properly adjusted, it could only be in the joints where bearing-boxes join the forks. Resting a finger on the joint and shaking, wheel showed play in one of the joints, which I quickly remedied by tightening the joint bolt. Next, the pedals were tried by shaking them to and from the wheel. Finding no more play than I thought proper, I attempted to spin them. One seemed to run hard, sounded gritty, and would not revolve long. I removed it from the pin, and found it dirty with gummed oil, sand, and dust. A rag and some kerosene soon cleaned it clean, after which I replaced and oiled it, and it spun all right. Then, holding the backbone in one hand, I stooped and shook the rear wheel with the other. Finding it loose, I loosened the outer nut, screwed up the milled cone, and then tightened the other nut. Then shook again and spun it. It shook very little, and spun nicely, so I concluded it was good enough. Next I drew my fingers across the spokes of both wheels, which action showed the loose spokes, for by their slower vibration and greater amplitude they were easily seen. These tightened. I got some worsted and put it around the axle on each side the bearing-box to keep dust out: also, some around inner pedal cones and around rear axle. Finally, I saw that my tool-bag contained a monkey-wrench, screw-driver, spoke-grip, knife, extra pedal-pin, full oil-can, few yards of string, and bunch of waste. Then I put the wheel away and anxiously awaited the morning. Some time before daylight I arose and dressed in flannel shirt, woollen stock-

ings supported from the waist, high shoes with elastic sides, and strong breeches and coat of dark, unattractive cloth. A light straw helmet, covered with dark flannel, formed my head gear, and with a couple of big handkerchiefs in my pockets, I hastened downstairs, not forgetting to snatch from the work-basket a needle filled with thread. Putting this in my pocket-book, together with a few pins, I proceeded to the pantry, where I secured some milk and a few slices of dried beef. Staying my stomach with these, I got my wheel and started. Being but a beginner, nearly all my attention was given to my wheel, so I am unable to give much more than an account of the accidents and incidents which befell me. Hardly had I started before a squeak from the pedal informed me that I had forgotten to oil up. This attended to, I again started. My first mishap was a fall sidewise, caused by a ridge of loose dirt. Quickly throwing one leg over the top of the wheel, I alighted on my feet, but let the wheel drop with such force that the handle was loosened, and the handle-bar, crank, and pedal-pin were bent. I attempted to tighten the handle by screwing it up, but the threads were torn off, so I removed the handle, wound some string around the threads on the bar, and this, with patience and attention, sufficed during the day. The handle bar was bent backward, so I rested the head on the ground, stood on the handle, and using the backbone as a lever, pushed it from me, thus straightening the handle-bar. This is pretty hard on the head, but not likely to injure anything. The crank was bent considerably, and my first thought was that I should have to remove it, lay it on a flat stone and pound it straight with another, but I feared I would deface it, so, as it did not interfere with the work in revolving, I concluded to wait till I could get a large monkey-wrench. I straightened pedal pin by placing pedal so that bend was towards me, then placing my foot on the outer end and pulling on the rim I forced the pin to bend back to position. I also noticed that a part of the front tire was torn loose. Taking a piece of twine, I tied one end to a spoke near the rim, then passed the other end around tire and back between rim and twine, near where twine was tied to spoke. This made a sort of loop which could be drawn very tight. Drawing it tight, so as to shield twine from as much wear as possible, I held it with one hand while I made a similar loop a few inches farther on, and so on till all was secure. Again I mounted, and met no further accident before breakfast. My breakfast consisted as follows: cup of chocolate, bowl of oatmeal, Graham gems, soft-boiled eggs, and a piece of game,—all quickly and easily digestible as well as very nourishing. As a sort of rest after breakfast, I secured a monkey-wrench of large size, and putting it on the crank soon had it straight.

After oiling up I rolled away, and all went lovely till about the middle forenoon, when, in coasting a hill with legs over, I struck a rattle with such force that I was thrown some distance ahead of the wheel, which struck heavily on one handle, and then turned a somersault. Thought I, as I walked back to the wheel, "A rattle may make the road better by running the water off, but I fail to see any advantage in its keeping wheelmen off." I found the handle-bar bent

again, and the backbone so bent that the wheels interferred, also so twisted that they were not in line. Leaning the wheel against a tree, I sat on the ground behind it, placed my feet against the tire of front wheel, and taking hold of rear forks, pulled till I brought the backbone into shape again. Then getting a stout stick, and placing it before one rear fork and behind the other, I twisted them till they were in line.—The bar was bent back and down both this time, but I soon straightened it by standing machine on its head and pushing against forks and backbone both. By this time I noticed that I had torn my pants some on one side, but a pin soon fixed it, and I was ready for further accidents. Erelong the sun began to shine so hot that I felt it necessary to remove my coat. Having done this, I folded it nicely and laid it on the saddle; then taking two pieces of string, I passed the end of one under the coat and forward inside the head, then back outside the piece of fork that forms one side of the head and over the coat, where I tied the two ends together; then the other string the same way, ending up by laying the bundle over the front of the handle-bar, where it hung as nicely as if on a luggage-carrier. A string around it and down to the brake-spoon held it from getting back on the saddle again. At noon I indulged in a big dinner of ham, eggs, sweet potatoes, baked beans, boiled peas, and brown bread, washed down with milk and lemonade, and settled with a nap in a hammock, lasting about an hour. The road after dinner proved very sandy, so I turned the wheel round with small wheel up in the air, and pushed it along. Soon I came to where the railroad ran parallel with the waggon road, and there I tried the scheme of leading the wheel on the ridge between the rails while I walked a rail and rested an arm in the saddle. This required some attention, but the better footing and the arm rest more than repaid the attention.

At bridges I would let the wheel run on the bottom of one rail just above the spike heads, while I walked the other rail or the ties. The sand soon cut the string on the tire, and when cut in one place it all came loose, so that I retied it, and used short pieces of string at short intervals. These did much better, for when one came loose the others were not affected. Began riding on the road as soon as I could, and all went well till I dropped into a rut, and in trying to get out buckled my wheel. Two opposite points of the rim were bent one way, and two other opposite points were bent the other way. I dismounted and laid the wheel down, placing one of the downward bends on a stump, while the other was on the ground; then grasping one of the upper bends in each hand, I attempted to unbuckle it by bearing down forcibly. A few futile attempts convinced me that I was not strong enough, so I turned the wheel up in the air and trundled the machine along on the little wheel. Seeing a man coming along the road towards me, I concluded to wait for him, and while waiting I used my needle and thread on the before-mentioned rent in my clothes. On his arrival I explained my trouble, and with him on one side and I on the other, we soon pulled the wheel into ridable shape, although some out of true. My next accident occurred while coasting a steep hill, and was occasioned by the finger

lever slipping off over the top of the brake-spoon lever. The wheel started away like lightning, but I checked it by placing the hollow of the foot on the tire with the other foot on top of the one. In fact, I checked it too much, for on striking a small obstruction I took a leader. I alighted on my feet about two rods farther down the hill, and on going back to the wheel found one handle-bar so much bent downward that I could not get my leg under it. Putting my foot on the fork, with wheel lying down, I straightened it some; then leaning wheel against a tree, I placed my foot on the hub or pedal (I forget which), and my elbow on my thigh just above my knee; then holding my forearm stiff, I used thigh as a lever, and easily bent handle-bar up to its place. Too easy, forsooth! because it proved to be almost broken off, so much so that I finished breaking it, and then got a stick, which I tied to the other bar with string, letting it project out far enough to form a handle. This served till I reached a village, where a blacksmith welded the bar for me; but on putting it in again it proved too small, so I got some pieces of watch-springs at a jeweller's near by, and drove them in around it till it was tight. Scarcely had I mounted again when I heard a snap, and felt the saddle resting on the backbone. The spring had broken just back of the saddle clip. I went back to the shop and inquired for a piece of rubber. Considerable search revealed a piece of a clothes-wringer. Cutting off about three inches of this, I burned a hole through each end with a hot wire, and then tied it under the remaining piece of string with some string. It made the saddle rather high for mounting, but rode very comfortable. No further accident befell me. On reaching my destination, I enjoyed a large but easily-digestible supper of bean soup. Then, after a cold bath, I retired to sleep the sleep of a weary cyclist. Early next morning I arose and began to repair my wheel. One of the ball-bearings was so full of grit that I took out the balls and cleaned them. Removing the string from the tire, I carefully cleaned the tire and cement, and put in more cement where needed. Then, not having access to a gas jet, and fearing a kerosene lamp would take too much time, I placed four or five candles side by side, and tied them between two short flat sticks, so as to hold them in a row. These, when lighted, soon melted the cement. I also removed the loose handle, and dropping some melted cement in it, stuck it on again, which method of fastening held for a long time. I also found that the lower centres had been cutting and were quite rough, so I kept them filled with plumbago for quite a while afterwards.

One of the cranks was loose, and had worn the key-seat on the axle considerably. After filing the seat till it was straight again, it proved too deep for the key, so I placed a piece of watch-spring in as a sort of bushing. My last job was to true the wheel. Using cords from the ceiling, I suspended it by the handles with the wheel an inch or so off the floor; then spinning the wheel, I gradually brought a piece of chalk near the rim, resting my hand against the fork as I did so. The points where the rim was most out of true, were indicated by the chalk marks. Repeating this action on the other side and then on the top, so as to see if wheel was

round, I soon learned the exact condition of the wheel. Where marked on one side, I tightened spokes on the other, and where marked on top I tightened spokes on both sides, taking care to be patient and not tighten the spokes too much at a time. After giving them a third or a half turn, I would rub off the chalk, rechalk and tighten again. Towards the last the spokes got so tight that I feared the threads would be injured, so, instead of tightening on the side opposite the mark, I would loosen on the same side. At last I got it true within an eighth of an inch, and was satisfied. My tour was ended.

C. E. DURYEA.

TRICYCLING IN ENGLAND.

A friend of mine sends me the following account of a trip on a tricycle which he recently took. My friend is a portly gentleman, not given to excessive toil. An account, therefore, of his cycling experiences will, I think, prove useful to many who may feel inclined to follow his example, and who are not concerned to go at railroad speed from one end of the island to another in order to make a better record than some other muscular enthusiast:

As a member of that numerous and influential family, the old boys, I am desirous of giving the result of a journey lately taken on a tricycle from the West Riding of Yorkshire to the neighborhood of London, in order to encourage others who, like myself, may be holding on with tenacity to the extreme fringe of youth—that is to say, men of about fifty years of age, who wish to combine enjoyment with a fair amount of exercise.

It is no part of my province to give an itinerary of my journey, my object being to furnish a few hints which may be found useful to others who contemplate a similar outing.

I will only suggest in the choice of a machine that I would recommend for safety one with a front steering wheel and with a riband break (a double-acting break for choice), and the use of a saddle, not a seat, the smaller the saddle the less it being likely to chafe.

If you carry your luggage with you the less the amount the better. A small basket or portmanteau, which can be fixed at the back of the machine to contain toilet necessities, a flannel shirt, and a change of underclothing is all that is necessary. Strapped at the top should be a waterproof cape and overalls. The best dress to wear is a Norfolk jacket of woollen tweed, riding-breeches of the same material, flannel shirt, woollen stockings, and stout shoes.

In buying the equipments necessary for the journey, it is better not to put yourself in the hands of any universal purveyor: a Jack-of-all-trades is seldom good all round. I speak of this to my cost. I did not carry any lamp, and was therefore not tempted, as I should otherwise have been on one or two days, to continue my journey after dark; for a heavy man (I weighed before starting over 14 stone), there is an element of danger in travelling on an unknown road after dark—leave that for the youngsters, who wish to do an impossible number of miles in a day. In a hilly country your machine will climb the hill, but it is a nice change of exercise to walk up the steepest, and

during my journey I found two very steep, long hills that I thought it prudent to walk down. If you are overtaken by a wet day, take a rest; it is double labor riding on a wet road and under a waterproof. I endeavored to map out my day's work each day before starting, making inquiries at the hotel as to the state of the road; and I used to settle in my mind a moderate or a full day's journey, so as to feel quite independent. If you keep to the old coaching roads you will pass plenty of villages with telegraph offices, and by the afternoon, when you can see your way to settle upon your destination for the night, stop at the next telegraph office and send a telegram ordering your bed and a dinner.

Don't take a companion with you; he will be heavier or lighter than you are, and the one will push the other in speed. If you are not good company to yourself, don't undertake a journey at all. Nothing can be more enjoyable than the sense of freedom and independence of all conventionality that one experiences in travelling on a fine bright autumn day upon a good road. If you keep your eyes open, you will make a more intimate acquaintance with nature than you may hitherto have done; and it is remarkable to an observer the number of things there are—animate and inanimate—to interest as one goes along. You are in no hurry, and can afford time to watch a party of sportsmen walking over the stubble up to their birds, or it may be worth while to stop even after a rare butterfly or flower, or for some ripe blackberries, which are very plentiful this year, and refreshing. Altogether, a journey on wheels will be found a healthy tonic to the mind and body, and the fatigue at the end of a day, after going twenty-five or thirty miles, is no greater than walking eight or ten miles.

My journey of over 200 miles took me eight and a half days. I arrived home thoroughly fit, sound in nerve, lighter in body, and not much lighter in purse; and I hope other heavy men will follow my example.

UNSOCIAL WHEELMEN.

Sociability is a virtue which all mankind are not endowed with. The animals—horses, for instance—are widely different in their dispositions. Some have gentle, mild, and even loving dispositions, and others are cross and ugly in all of their ways, and of a consequence are hated by their owners and receive more hardships at their hands. Mankind is not unlike the horse in this respect. As a general thing, we have found wheelmen a very social and gentlemanly class, and it is often said among them: "We seem to be bound together in a union or brotherhood as one; even as the spokes of our wheel centre at one point, so do our friendships." Now and then we find a cyclist of the hog species, and for one of the social, jolly good fellows to be in his company for a short run it is anything but pleasure. He is not at home; it's not his element to wheel with the bristle-backed kind, and at the first opportunity he will leave him to enjoy his own company as best he can. Sometimes we can but pity these unsocial human beings; they don't seem to enjoy their own company or that of their fellow-creatures. Then, again, we think there's no need

of their being so; if they are by nature a little related to the "grunter," they have the power to restrain this miserable, hateful disposition. Our sympathy does not last long when we see them cultivating this inhuman faculty by their persistent hoggishness. We think we are best off without their company, for "in beholding we become changed."

We have wheeled in company with those who were all the time finding fault. The roads were either too sandy, rutty, rocky, hilly, muddy, or dry, or the weather too cold, hot, windy, wet, or foggy. When they were not growling about the weather they were about something else.

Some are always having trouble. It would seem that they were born to be tormented.—This is not the case; they make their own trouble. We think it is best to suit ourselves to circumstances rather than try to make them suit us by fault-finding, which we can never do; it only makes things worse. If the roads are bad, so we cannot make ten miles an hour, we must do the best we can, and let it go at this. If a wheelman rides right, he will always see enough to make his rides enjoyable, whether his pace is four or twelve miles an hour.—*Star Advocate*.

Wheel Tracks.

Wheeling is commencing to boom in earnest now.

Woodstock has been unanimously chosen for the C.W.A. meet of '85.

Cornwall has a bicycle club now, with Mr. W. J. Wallace as Secretary.

If you want to procure a first-class machine, consult our advertising columns.

It is stated that Sellers, amateur champion of the world, will not race this year.

W. B. Everett & Co., of Boston, are now the American agents for Singer & Co., Coventry.

Asa Dolph, the Ohio flyer, has joined the professional ranks. He ought to make a good one.

Woodside, the professional, will not go to England this season, all reports to the contrary, etc.

Karl Kron claims that "bicycler" is the word that should be applied to one who rides a bicycle, not "bicyclist."

Brownson Wallace, manager for Westbrook and Hacker, acrobatic riders, paid London a visit on the 10th inst.

Maltby, the fancy rider, of Boston, has succeeded in riding on one wheel with everything detached but the pedals.

Canadian wheelmen who intend joining the Big Four Tour should make application at once to the manager, 56 Kinzie St., Chicago.

George D. Cameron, one of the oldest riders of London, and late president of the Ariel Touring Club, has accepted a position in Buffalo.

J. A. Muirhead, C. C. of No. 1 District, is with the 7th Fusiliers, who have been called to the front on account of the North-West rebellion.

J. L. Fitzgerald, of the Ariel Touring Club, has returned from an extended Southern tour, during which he visited the New Orleans Exposition.

John Keen, the English racer, intends taking in Springfield this year, and also bring his water cycle with him. Fred. Wood, another flyer, also promises to put in an appearance.

The following Canadians have been selected as judges and timers for the Big Four Century road race: S. G. Retallack, of Belleville; Perry Doolittle, of Toronto; and W. Kingsley Evans, of London.

Henry W. Williams, Esq., a Boston patent solicitor and president of the Massachusetts Bicycle Club, is probably the most accomplished road-riding wheelman in the country. He mounts his bicycle nearly every pleasant day during the cycling season, and has already ridden on Columbia bicycles 13,500 miles, 7,500 miles of which were ridden without a single fall, save one of slight consequence, caused by the stupid carelessness of another rider.—*Boston Journal*.

Westbrook is now giving exhibitions in double fancy riding, and his feats are thus extolled by a correspondent: "Westbrook and Hacker gave a wonderful bicycle exhibition at the rink on the 18th, and I doubt if another team can be found who will equal their grace and daring. A few of their many feats were: Hacker standing erect on Westbrook's shoulders while wheel was balanced on chairs; Hacker standing on Westbrook's shoulders, swinging Indian clubs, while wheel was in motion; Hacker doing a head stand on back of Westbrook's neck, while balancing, and many other daring feats."

—:—

What cyclist will not remember his first ride by lamplight? Possibly he was on his regular run home, as we were, of three miles into the country, up hill and down, on a dusky highway. At first there was a feeling as if some unseen hand carried the light for us, and for a wonder held it where it would do the most good. Then, as we left the region of street lamps and houses, the darkness grew more intensely black, and our good little star of the evening seemed to shine with increased brilliancy, and conjured up no end o' ghosts far ahead or on either side, clothing great rocks in the vague middle distance with spectral habiliments that disappeared on closer inspection. The road some distance ahead often showed a dense black bank directly across it, as if it was land's-end, and some unknown depths were just beyond, but we felt rather than saw the incline, and soon the mysterious gulf disappeared as the strong light flashed down the other side of the hill as we gained the top.—There was confusion of lines and uncertain light as we coasted down the first lamp-lighted hill, and we more than half wished we had walked, but on striking smoother wheeling again everything was serene. The dazed and startled appearance of chance pedestrians, and their "Why, hello! I couldn't make out what Jack-o'-lantern it was coming!" were amusing, but this, like all first experiences, came to an end as we safely, and about as quickly as by daylight, wheeled into our own gateway, and dismounted.—*S. W. Gazette*.

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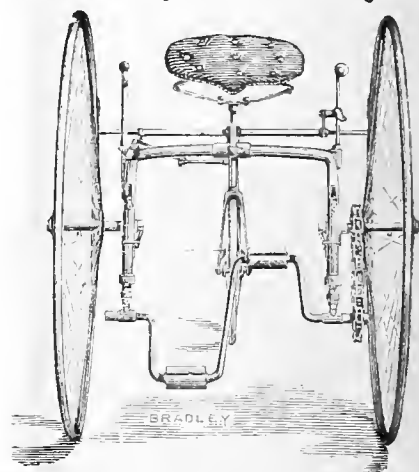
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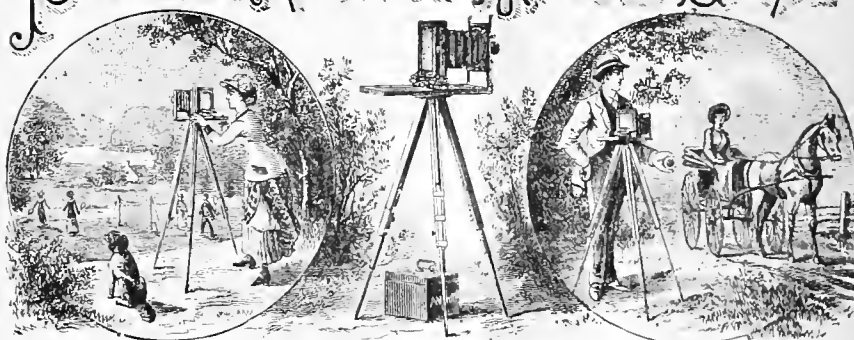
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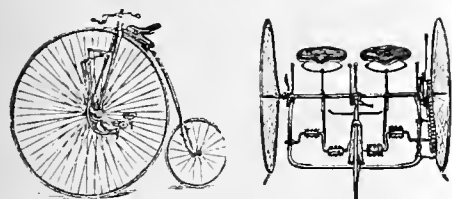
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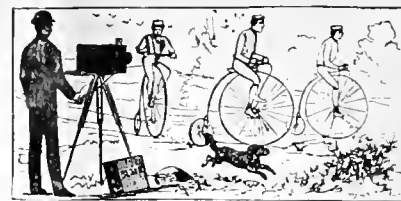
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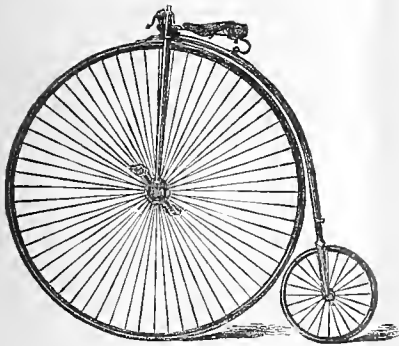
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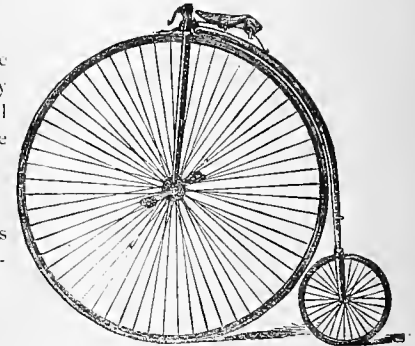
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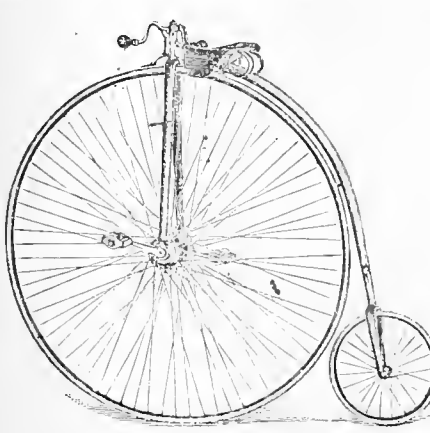
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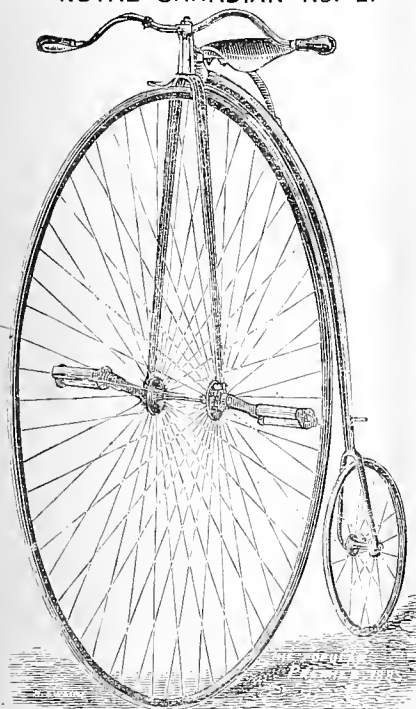
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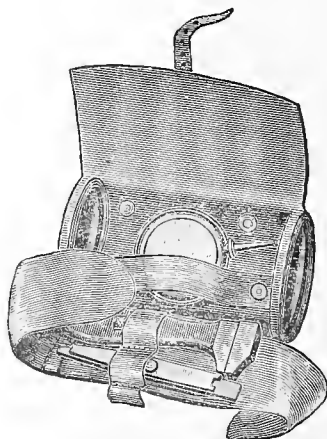
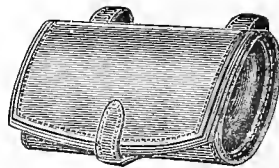
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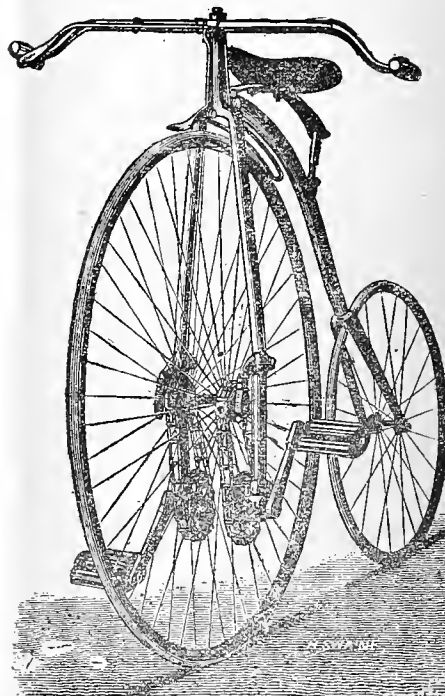
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SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.




THE NEW TOOL BAG—simplest, neatest, no rattle. Price, \$1.75.

THE KANGAROO.



THE PERFECT SAFETY.

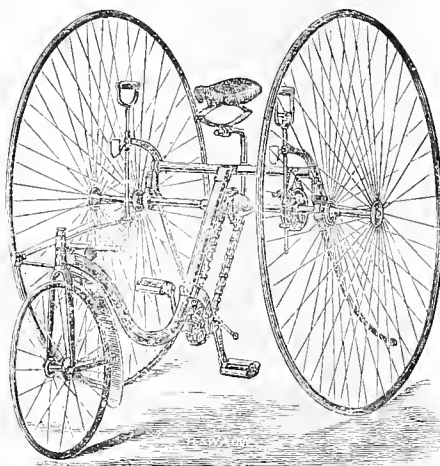
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important partieu. lar. Price, \$105.00; Ball Pedals, \$5.00 extra.

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MACHINES

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CENTRAL GEARED TRICYCLE.

Price:—Including improved spring rubber foot-rest, non-slipping rubbers to pedals and foot-rest, and other valuable modern improvements; 44 in., 46 in., 48 in., or 50 in.; ball-bearings to all wheels; nickel plated bright parts—\$130.00. Ball Pedals, \$5.00 extra.

*Send 3-Cent Stamp
for largest and most
elaborate Bicycle Cata-
logue ever published in
Canada.*

42 Pages—62 Engravings.

A. T. LANE, - - MONTREAL.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - - \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. TIBBS, Montreal, } *Associate Editors*.
W. G. EAKINS, Toronto, }
HAIL B. DONLY, Simcoe, *Association Editor*
JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

In our prospectus, which was issued at the commencement of this volume, we promised to issue THE WHEELMAN twice a month during the summer months; and, keeping this promise in view, as well as the steadily-increasing demand that is made for THE WHEELMAN, we have decided to issue two numbers per month during the months of May, June, July and August; the project to be continued, if thought advisable by the Canadian Wheelman Company. Ever since THE WHEELMAN was started, we have endeavored to keep pace with the times, and furnish a truly representative Canadian journal; and we pride ourselves in thinking that we have fairly succeeded, from the encouragement which we have received on all sides. There is, therefore, hardly any need in saying that, in making this progressive move, we expect the hearty co-operation of every Canadian cyclist. The subscription price will remain the same as usual.

That it is better and more profitable to ride unattached, rather than be a member of any club, is an idea that seems to meet with some favor this year among new as well as old riders. Taking the economical point of view, club membership should be just as cheap as riding unattached; although, occasionally, a club comes to grief through the extravagance of its members, several cases having come to light. But a club, conducted in proper and business-like style, should not be, as the general belief is, costly. And surely every rider has enough of the natural gift of sociability to enjoy club life or club runs with fellow-cyclers. In fact, one does not know what cycling is until he belongs to a club and enters into their peculiar way of enjoyment.

One of the necessary adjuncts to every club ought to be the club scribe, whose name fully implies the onerous duties that would fall upon him. If the adventures of any club are worth recording, the cycling public should hear them through the medium of the press and the club scribe.

A. C. Beasley, of Hamilton, whose very interesting letter appears in another column, has traveled 2,000 miles on his tricycle through England and France. He is now in Paris, and will go down the Rhine and spend a short time in Germany, England, Ireland and Scotland, before returning to Hamilton about the beginning of June. We expect to publish a full account of his many adventures at an early date.

Karl Kron wishes us to ask if any progress has been made in the preparation of the "Roadways of Ontario and Quebec," mentioned in the C.W.A. Guide Book. Descriptions of maps (size, scale, price and publisher's address) will be appended to the several touring chapters of his "N.M. Miles on a Bi," and also presented in a special summary at the end. Publishers and others are therefore requested to send full details to him, at the University Building, New York City. He reports to us that an excellent map of "the Berkshire Hills," representing the whole western end of Massachusetts (on a scale of two miles to the inch, and having "the main roads" specially distinguished from the shorter ones), will be mailed free to anyone who sends a postal-card request to the Berkshire Life Insurance Co., Pittsfield, Mass.

The *Bicycling World* says: "Just why wheelpapers and cyclists should discourage associations organized for the benefit of wheelmen, it is hard for us to make out. There is room enough in the wheel world for such societies as the L.E.C.W., the A.M.W., and the C.W.A. They do a good work, and their existence is an injury to no one. If they desire to disband their organizations and come under the wing of the L.A.W. well and good, let them; and it is also well and good if they choose to work in their own way. A great many hard words have lately been said anent the C.W.A., and one club in particular has been applauded for leaving it and joining the L.A.W. The C.W.A. is a worthy association, and it should have the support of every Canadian wheelman, but if there are those Canadians who do not care to be with and of it, they should retire quietly and without a burst of fire-works."

Those who ride with rat-trap pedals should have grooves cut in the sole of the boot. The best plan for fitting these grooves, according to an English contemporary, is as follows: "The bottom of the boots or shoes should be first carefully wetted, in any way which may be convenient, and then the rider, mounting the machine, either on the track or on a selected piece of road near home, should carefully place the feet in a correct position, and paddle about for half an hour or so; then, at once taking off the boots or shoes, while the marks of the pedals are fresh on the soles, they should be taken, with the pedal, to the shoemaker, and he should peg on to the sole a second sole, something over a quarter of an inch in thickness; then, by cutting out two pieces of this added sole, two grooves will be made about a quarter of an inch in width, reaching down to the surface of the original sole, corresponding with the pedal marks, and, of course, carefully fitted to the pedals. This arrangement provides the rider with a very firm grip, and enables him to pull and push in the full exercise of the strongest ankle action."

Our Racing Men.

FRED. J. CAMPBELL

The subject of this sketch was born in Feb., 1864, being now just twenty-one years of age. Commencing wheeling early in the season of 1882, he made such good progress that he succeeded in winning the two mile club championship in the fall, and made a good showing against such noted men of that year as Messrs. Doolittle, of Aylmer, and Moodie, of Hamilton.

At the Osgoode Hall Sports, on 4th July in the following year (1883), Mr. Campbell won a 2nd prize; and at the Orange demonstration on the 12th he won a 1st prize. At the Toronto Exhibition races he took second place in both the one and five mile events; and in October of the same year, at the Toronto Club races, Mr. Campbell won the club race for the one mile. In the same month he was beaten by Doolittle and Westbrook, the former in a one mile and the latter in a half-mile race. Up to this time, Mr. Campbell had used only a roadster machine.

His most successful season was, without doubt, that of 1884, which opened with a tournament at Newcastle on the 24th of May. On this occasion some of the fastest men in Canada competed. In the one mile Mr. Campbell, although third, was well up at the finish, the three first men being close together. He was third to Messrs. Lavender and Davies, beating Messrs. Doolittle and Orr. Always having a preference for long-distance riding, Mr. Campbell in the five mile race was still more successful, winning the race handsomely, and beating Messrs. Lavender, Davies and Doolittle. There are few men, indeed, who can claim to have beaten three such flyers as the ones just mentioned. The Newcastle Club offered useful as well as valuable articles as prizes. By winning the one mile race, Mr. Lavender received a silver watch, and Mr. Campbell, for the five mile, a valuable gold watch.

At the Bank Sports, at Toronto, on the 14th June, he was beaten by Messrs. Lavender and Orr, although crossing the line ahead of Davies and Doolittle; but it must be said, in justice to both Messrs. Campbell and Doolittle, that they were fouled by Mr. Orr.

As Mr. Campbell had shown that under ordinary circumstances he could keep company with the fastest bicyclists in Canada, he was unanimously selected to be one of the Toronto Bicycle Club representatives at the Montreal Bicycle Tournament on 21st June. Considering that it was necessary to ride on the cars all night and to race on a clay track that was entirely new to him, he gave a very satisfactory account of himself.

At the annual meet of the C.W.A., at Toronto, on 1st July, Mr. Campbell pressed Mr. G. S. Low, of Montreal, pretty closely for first place in the two mile race open to the world, the latter beating him by a few feet. On the same day he won 1st prize in the three mile open race, making the Canadian record for that distance, namely, 10.27.

His best race was a few days later, at the Toronto Lacrosse Sports, where he again won

the three mile event, turning the tables on Mr. G. S. Low, of Montreal, and lowering his own record to 10.9, which stands as the Canadian record for that distance up to the present time.

Mr. Campbell entered some of the events at the Toronto Bicycle Club races on 6th Sept., but he was so completely out of condition, having been unwell for weeks previously, that his entry was more to fill up the list than for any expectation of winning a place.

Mr. Campbell is modest and retiring, and has a tendency to belittle his performances on the race track. He rides a 56-in. semi-racer "Invincible."

With the Clubs.

CORNWALL BICYCLE CLUB.

The Cornwall Bicycle Club has organized with the following officers and members:

President..... Henry Turner.
Vice-Pres.... C. A. McIlaffie.
1st Lieut.... J. H. Shaver.
2nd "..... M. M. Hackett.
Sec.-Treas.... W. J. Wallace.
A. S. McDonnell.

The roads around Cornwall are as yet very poor, but the club expects to boom wheeling by the 1st of May.

MONTREAL BICYCLE CLUB.

The Montreal Bicycle Club has elected the following officers for the season of 1885:

President..... Prof. C. H. McLeod.
Vice-President... J. D. Millar.
Hon. Sec.-Treas... Richard F. Smith.
Captain..... W. McCaw.
1st Lieutenant... J. R. Scales.
2nd "..... Horace Joyce.
Bugler..... W. F. S. Crispo.
Standard-Bearer... J. T. Bishop.
Committee.—Messrs. J. B. Ostell, J. H. Low, H. S. Tibbs, and A. T. Lane.

ST. JOHN (N.B.) BICYCLE CLUB.

The following officers of the St. John (N.B.) Bicycle Club have been chosen for 1885:

President..... Geo. T. Smith.
Captain..... W. A. McLaughlan.
Sec.-Treas.... H. H. Goddard.
1st Lieutenant... C. Coster.
2nd "..... H. C. Page.

THE ROTA BICYCLE CLUB.

The above club, formed in Toronto last fall, although having never been fully organized, has now begun to assume definite proportions, and will soon be established as one of the leading clubs of Toronto. A meeting held recently was attended by a number of enthusiastic members from the Torontos and Wanderers, and the club was placed on a solid basis, a committee, composed of Messrs. H. P. Davies, C. B. Murray, G. S. Morphy, E. G. Fitzgerald and J. Littlejohn, being appointed to attend to the details necessary for the working of the club and the selection of suitable rooms. The members expect the Rotas to prove a first-class club, several new names being already submitted. The membership of the club is to be limited.

Literary Notes.

Through the kindness of the author, Mr. A. S. Atkins, we have been favored with "The Cyclists' Road Book of Boston and Vicinity," a small volume containing some forty different routes of favorite rides in and around Boston. The book ought to prove invaluable to riders who contemplate a visit to Boston at any time.

Outing for May is to hand, as alluring as ever. Among the articles of special interest to cyclists are the second paper of Thos. Stevens' "Across America on a Bicycle," handsomely illustrated; the "Chicago Bicycle Club's 1200 Mile Tour," by President Bates; "Will Jackson's Ride: a Tale of the Tavern Talkers," by Ninon Neckar; "In Italy, Veturino vs. Tricycle," by Joseph Pennell. The department entitled "The Outing Club" contains, among other things, papers on "Cycling in Ireland, 1884," "Wheel Construction," "The Cycling Clergy," and "A Stern Chase."

COLUMBIA TWO-TRACK TRICYCLE.

BRIEF.—Two 48-inch driving-wheels, and one 20-inch front steering-wheel, tracking before the right-hand driver. Endless moulded (Serrell patent) rubber tires, $\frac{7}{8}$ to drivers and $\frac{3}{4}$ to steerer. Crescent steel felloes, 60-in. and 18-in. double-buffed direct steel, No. 11½ spokes. Forged steel flanges (Wallace patent), set directly on weldless tubular steel axles of driving-wheels.—Three-part (Wallace patent) weldless steel tubular frame. Dwarf (Wallace patent) cylindrical, cone-centre steering head. Spiral (Wallace patent) rack and pinion steering. Adjustable inclined vulcanite spade-handles. Double adjustable (Wallace patent) seat-rod attachment. Cradle-spring (Harrington patent). Adjustable tricycle saddle. Tool-bag with oiler and monkey-wrench. Columbia parallel pedals (Pickering patent), central driving. Bicycle adjustable cranks. Central compensating gear (Whitehead and Wallace patents). Columbia double-band (Wallace patent) brake. Columbia adjustable ball-bearings (Peters and Wallace patents) to all the wheels and the crank-shaft. Wallace patent sprocket-wheel. Width of track, 31 inches; total width, 36 inches. Finish, enamel and nickel tips. Price, \$160. *Can be taken through any ordinary door without removing any part, by passing one driving-wheel first.*

The Columbia Two-Track Tricycle will present, to those who have studied and compared machines, many points of interest. It has been designed and made after careful study of every detail, and its old features retained have had as much attention as its new features adopted.—Amongst the former may be mentioned the sizes of both driving and steering wheels, a mean being chosen between the larger and smaller extremes that have had their trial, which mean best combines the requisite qualities; the use of weldless steel tubing in the frame, which secures at once the most rigidity with least weight; the Whitehead compensating-gear, with Wallace's improvements, which has proved itself practically, as it is theoretically, the only real *balance* gear yet devised; the Serrell contractile rubber tires, which will be the best for the most important uses of an elastic, non-slipping tire for velocipede wheels; solid felloes and direct

spokes, which, when rightly made, as our Expert and Columbia Tricycle wheels have shown so well, are the most reliable, except when more weight must be saved; the enamel finish where there are too many surfaces to take care of in any other; and the cradle-spring and tricycle saddle, which, for a tricycle with a frame that does not sway and does need so many changes of position, are still the most comfortable and safe.

So also the Columbia adjustable ball-bearings (all around except the pedals, and these may be had so as an extra) and compensating swivels where likely to need them, have their superior excellence too well established to be displaced. The middle driving or short crank-shaft feature is a return to an old principle of tricycle construction, which has been displaced at times for necessities of other parts or fashions in structure, but which, for steady effectiveness and lightness in this machine, we believe to be the best; and the two-track feature, though not broadly new, has been embodied with improvements in this machine so as to give equal steadiness of running and the stability of front-steering, with the two added advantages of an open front for convenience and but two lines of resistance to the wheels to watch and overcome, whilst the new improvements all around, including the compensating gear, prevent the clawing off, or unequal drag, caused in some previous structures by a side steering-wheel.

Amongst the new features introduced in this machine may be mentioned the Wallace dwarf steering-head, which, besides its graceful and neat appearance and its lightness, conducts the strain more directly from the steering-wheel to the driving-gear, and insures steadiness of motion; the spiral-rack and its connections, by which the steering apparatus is made most simple and effective to do just what is wanted of it, and is most out of the way, and least subject to disarrangement; the three-part frame, jointed in a peculiar way, affording just the parts needed and just where they serve most directly, and no more; the double band brake, by which greatest effectiveness with most certainty and ease of action is obtained; the combination of brake-drums, sprocket, and balance-gear together and in the middle under the seat, lightest and most out-of-the-way of arrangements; the large, weldless, steel tubular axles in place of solid shafts, which are heavier and more likely to break.

Then, too, there is the new feature of an inclined seat-rod, which operates to move the saddle backward also when it is raised so as to preserve the relative positions of seat and pedal, for the taller rider has a longer upper leg as well as lower leg, and by an ingenious attachment of the crank-supporting tube tangent to the horizontal one, instead of flush with it, as usual, this seat-rod is made to move in and out, free of everything.

Another and most valuable new departure in this machine is the building of the wheels directly upon the tubular half-axles, thus getting a firm wheel, a safer axle, and dispensing with a large amount of misplaced material.

By these and other improvements in construction, the weight of a tricycle has been reduced more than twenty pounds without weakening any part, and in fact securing greater strength.

The new tricycle is now ready for delivery.

C. W. A. OFFICIAL ANNOUNCEMENTS.



THE CANADIAN WHEELMAN'S ASSOCIATION.

ORGANIZED SEPTEMBER, 1882.

PRESIDENT.—Horace S. Tibbs, Esq., 61 St. Sacramento Street, Montreal, P.Q.

VICE-PRESIDENT.—Jas. S. Brierley, Esq., Editor *Daily Journal*, St. Thomas, Ont.

SEC.-TREAS.—Mr. Hal. B. Donly, Editor *Norfolk Reformer*, Simcoe, Ont.

LONDON DISTRICT, NO. 1,

Comprises all the Province of Ontario west of and including the counties of Haldimand, Brant, Waterloo, Wellington and Bruce.

Chief Consul.—Mr. W. A. Karn, Woodstock, Ont. Representatives.—S. Roether, Pt. Elgin; A. McBean, Guelph; and Lloyd Harris, Brantford.

Local Consuls.—London, W. M. Begg and W. Kingsley Evans; St. Thomas, C. H. Hepinstall; Simcoe, W. S. Perry; Pt. Elgin, H. Hilker, jr.; Listowel, F. W. Hay; St. Marys, C. S. Rumsey; Stratford, A. C. Mowat; Kincardine, F. E. Coombe; Woodstock, S. Woodroffe; Brantford, W. J. Knowles; Mitchell, J. M. Ford; Norwich, W. H. Miller; Berlin, O. Shantz; Waterloo, Chas. Tice; Paris, W. W. Patterson; Guelph, John Davidson; Ingersoll, W. C. Noxon; Palmerston, A. Knowles; Goderich, Dr. McLean; Mount Forest, T. H. Coyne; Strathroy and Seaforth unfilled.

TORONTO DISTRICT, NO. 2,

Embraces all east of London District up to and including the counties of Peterborough and Northumberland.

Chief Consul.—T. H. Robinson, 506 Yonge st., Toronto. Representatives.—W. G. Eakins, *Mail* editorial rooms, Toronto; C. E. Lailey, 14 Front street, Toronto; K. J. Bowles, Brighton, Ont.; H. C. Goodman, St. Catharines, Ont.

Local Consuls.—Toronto, W. A. Capon, 183 King street; H. Rylie, jeweller, Yonge street; Newcastle, Eli F. Bowie; Hamilton, Percy Domville, 121 John street N.; Thorold, J. Dobbie; St. Catharines, A. N. Lindsay; Patterson, A. S. Patterson.

OTTAWA DISTRICT, NO. 3,

Comprises all the Province of Ontario east of the Toronto District.

Chief Consul.—G. A. Mothersill, Esq., Dept. Railways and Canals, Ottawa. Representative—F. M. S. Jenkins, Esq., P. O. Dept., Ottawa.

Local Consuls.—Ottawa, F. M. S. Jenkins, Acting Consul; Brockville, A. L. Murray; Napanee, Alex. Leslie; Kingston, William Nicol; Belleville, S. G. Retallack; Carleton Place, vacant.

MONTREAL DISTRICT, NO. 4,

Comprises the whole of the Province of Quebec. Chief Consul.—J. H. Low, 953 Dorchester st.

Representatives.—W. G. Ross, 26 University st.; J. D. Miller, P.O. box —, Montreal, P.Q.

Local Consuls.—A. T. Lane, P.O. box 967; A. T. Guaedinger, 94 St. Peter st.; J. R. Scales, 234 St. James street.

WINNIPEG DISTRICT, NO. 5,

Comprises Manitoba and all the North-west Territories.

Chief Consul.—A. J. Darch, Esq., 10 William street, Winnipeg, Man.

APPLICATIONS FOR MEMBERSHIP.

Simcoe Club, add 6:

B 0679, W. J. Church B 0682, W. A. Nelles
B 0680, A. R. Dobson B 0683, Fred M'Mahon
B 0681, Rolph Sihler B 0684, Geo. W. Miller
Unattached:

B 0685, T. G. Law, Richmond Hill.

H. B. DONLY,

Sec.-Treas.

—:—:—

Montreal, April 20, 1885.

THE CANADIAN WHEELMAN:

I have much pleasure in appointing Mr. W. A. Karn, of Woodstock, to take Mr. J. A. Muirhead's place during his absence in the North-west, on the Membership Committee of the Canadian Wheelmen's Association. In future, the Membership Committee will have complete control, subject to the approval of the full Board, to whom they will report at each meeting through their chairman of all matters pertaining to membership, and to projects, whether for infringement of the Amateur Law or not.

HORACE S. TIBBS,

President C.W.A.

—:—:—
Montreal, April 20, 1885.

THE CANADIAN WHEELMAN:

I beg to announce that in future the Racing Board will be composed of the Chief Consuls of the various districts, who will have complete control, subject to the approval of the full Board, to whom they will report at each meeting through their chairman, over all racing matters and the compiling of Canadian records, revision of racing rules, etc.

Each Chief Consul will have charge of his own district, and should be present at any race meetings held by C.W.A. clubs at which Provincial championships are contested for, or at which it is proposed to attempt to establish records.

I appoint Mr. W. A. Karn, of Woodstock (acting C.C. No. 1 District), chairman and convener of the Racing Board.

HORACE S. TIBBS,

President C.W.A.

—:—:—

The manufacture of bicycles and tricycles is conducted in England on a much larger scale than in this country, the capital invested amounting, it is so stated, to \$15,000,000, and employment in their manufacture is given to 8,000 persons. There are said to be 300,000 cyclists in the little isle—a number that, if formed into an army to march against the Mahdi, would constitute a formidable force, but, we imagine, would be of very little effectiveness in the Soudan when mounted on wheels.

Racing Notes.

Prince and Morgan, from all reports, are giving cycling quite a boom down South.

John Brooks, the Blossburg (Pa.) flyer, who, it will be remembered, joined the professional ranks last season, although never competing, has commenced active training.

John S. Prince received a beautiful medal from the Springfield Bicycle Club in recognition of his 2m. 39s. made in Springfield last year. On the bar are the words, "World's record," and in a gold wheel below are letters of block gold, "2.39."

Grant Bell and Charles Frazier met in a five-mile bicycle race at the Washington Rink, Minneapolis, Minn., April 23. Frazier went off with the lead, which he held for nearly three laps, when Bell went in front, and keeping there, won as he pleased (helped by a spill on part of Frazier) in 17m. 14½s.

The Memphis Cycle Club is now busy with its three days' race meet—the first held by this club. From the preparations made it has no doubt proved very attractive. There were to be nine events each day (six of which were cycling), commencing April 30th. The club has received the warmest support from the home press, and is evidently very worthy of it. It is certainly enterprising for so young a club, it being less than a year old.

Within sixty days Chicago will have one of the finest bicycle tracks in the country. There is no longer any doubt about it. The boys have taken the matter into their own hands, and will guarantee a large portion of the necessary funds, while the balance will be provided by a number of firms interested in bicycling. The new track will be laid just inside the wall of the new Chicago Base Ball Park. It will be eighteen feet wide on the stretches, twenty-five feet on the turns, and but four laps to the mile. Not a known improvement in model tracks will be omitted in making it.

At Macon, Georgia, on April 15th, quite a large crowd of ladies and gentlemen assembled to witness the races between John S. Prince and J. H. Polhill, champion of Georgia. The first event was a half mile handicap race between Prince and Polhill; best two in three. Polhill had thirty yards' start and won. In the first heat his time was 1.27 2-5; in the second 1.27 2-5. The second event was a half mile race, best two in three, between W. J. Morgan and the trotter Bismarck. Bismarck made the first quarter in 48½. Morgan closed up on second quarter and won first heat in 1.34. The second heat was also won by Morgan, the time being 1.30. The third event was a three mile handicap between Prince and Morgan, the latter having two hundred yards' start. Prince won in 9.29 2-5. On the second day, the 17th, the following races were given: First event.—One mile handicap between Prince and Polhill; best two in three, which Prince won in 3.09 and 3.13. Second event.—W. J. Morgan, one mile heat against fast trotter Bismarck; best two in three. Morgan won in 2.59 and 3.01. Third event.—Two mile handicap between John S. Prince and W. J. Morgan, Morgan to receive 150 yards' start. Prince won in 6.07.

Correspondence.

KARL KRON'S LETTER.

GOOD-BYE TO THOMAS STEVENS—ROAD-BOOKS OF THE LEAGUE—PROGRESS OF "N.M. MILES ON A BI."

Editor CANADIAN WHEELMAN:

Two or three other wheelmen went on board the Inman steamer "City of Chicago" with me, April 9, to say good-bye to Thomas Stevens, the round-the-world bicyclist, when he sailed away for Liverpool. I had a longer talk with him the night before, however, when he took dinner with me; and I then learned the full details of his plans. He hopes to supply *Outing* with a series of about twenty articles, to be published in as many successive monthly issues, profusely illustrated; and he will finally revise and rewrite these sketches so as to form a book, "Round the World on a Bicycle." This will take the place of his proposed volume, "Across America" (the manuscript of which he at last decided to restrict to 140,000 words, instead of making a story of 200,000 words, as I reported to you in April, on his authority); though he told me that this might possibly see the light in England, in case some London publisher should make him a good offer.

Wheeling, of April 22, publishes my column sketch of Mr. Stevens, which crossed the ocean in the same steamer with him, and says that he himself called at the editorial rooms, on the 20th, "looking very fit and well," and submitted to a cross-questioning, whereof the editor was to print the result April 29. It thus appears that Mr. S. went immediately to London by train, as planned,—his intention being to complete all needed arrangements there in season to begin his bicycle tour at Liverpool on May Day. He is to ride a 50-inch Expert Columbia, just from the manufactory. His height is 5ft. 6in., the same as mine; but his weight is 160 pounds, which is 20 pounds more than mine. As to age, he is just eight years younger than myself, to a day.

An enthusiastic Philadelphia tourist, H. S. Wood, of the Germantown Bicycle Club, paid me a visit, two days ago, and exhibited to me the proofs of the official road-book which he has been compiling for the Pennsylvania Division of the League of American Wheelmen, and which is to be published in the course of a fortnight. It contains 140 pages of fine-type matter, mostly tabulated, and gives condensed descriptions of more than 8,000 miles of roadway. No advertisements are allowed to cumber and disfigure the volume, and no space is wasted in blanks and margins. The size of page is such as to make it a convenient pocket companion; the paper is thin and the binding is flexible, but both are strong. There are six maps, photographically reduced from large tracings, which show the routes described,—the compiler himself being a draughtsman and civil engineer. The actual cost of manufacturing the edition of 1000 copies has been \$600, and the price has therefore been put at \$1 (or 50c. for members of the Pennsylvania Division); but no one who does any touring in Pennsylvania or New Jersey can afford to be without the book,—

and many of its routes extend far beyond the limits of those States. The compiler makes mention, among other authorities, of the "C.W.A. Hand-book," to be had for 50c., and compiled by H. B. Donly, Simcoe, Ont. Mr. Wood rode 215 miles, straight away, in three days, last summer (Va., W. Va., Md. and Penn.), which is the best record of that sort yet made in America.

The "Road Book of Boston and Vicinity," issued April 11, by A. L. Atkins, League Consul, may be secured by sending 15c. to him at 17 West Walnut Park, Boston, Mass., and it is worth the money to anyone who has any wheeling to do in the neighborhood of that city, for it tabulates 42 "routes" leading out from the same. By stripping off the cover and the advertisements, which more than double its weight, the body of the pamphlet (about 5,000 words, weighing ½ oz.) may easily be tucked in one's vest-pocket or pocket-book. The "Hand-book of the Massachusetts Division" (June, '84, pp. 35, price 25c.) can be had of the Chief Consul, M. D. Currier, Lawrence, Mass., and is useful to every tourist through the State.—"The Wheelman's Hand-book of Essex County" (April, 1884, pp. 35, price 20c.) may be obtained of the compiler, George Chinn, Marblehead, Mass. None of these compare in thoroughness of workmanship or in extent of roadway covered with Mr. Wood's elaborate compilation; but all deserve support as "labors of love," and as aids to the spread of wheeling. It seems to me that every cycling journal ought to freely advertise every work of this sort. A standing notice, giving name, size, price and publisher's address, would require only a slight space in fine type, and would be interesting to readers.

Every such book ought also to freely announce these facts for every other existing book of the sort; because, so far is there from being any competition between them, that "the sale of each helps the sale of all the rest." Hence, in doing all I can to increase their circulation, I am influenced not simply by the general desire to benefit the cause of wheeling, but also by the more directly selfish desire to increase the circulation of my own "Ten Thousand Miles on a Bicycle." I am sure that whoever buys one of the books named will not only "get his money's worth," but will be thereby led to believe that, by the purchase of my book, he will be likely to "get more than his money's worth." For example, my ninth chapter, called "Out from Boston," contains about double the number of words in the Boston road-book; while my New York chapter, which precedes it, has stretched its length along from page 64 to page 101 (upwards of 20,000 words). If put in large type this would make a single book in itself; and I have decided that I will ultimately republish the chapter in pamphlet form, with a special title-page and index (price 25c.) as a complete guide to metropolitan bicycling. Though I began writing this chapter Feb. 19, I have not yet read the final proof of its final page (101), which fact may give an idea of the laboriousness of my task.

A subscription from Sackville, N.B. (the only one arriving this morning), is the third which Canada has sent me within a month, and it is the 2798th on my roll. There is now no doubt that the proposed list of patrons will be con-

siderably in excess of 3000 before I get to the point of printing their names in the appendix of the book; because the task of pushing this through the press, to which I am devoting most of my present energies, is proving such a terribly slow one that I despair of reaching the end before late in the summer. A full week's delay was caused during April by the necessity of my writing a double series of letters to the cycling press, in contradiction of a slanderous statement which an impatient Pennsylvanian subscriber carelessly put in print, to the effect that I had been "collecting money" under the false pretense of issuing the book at a specified time. Everyone who has had my circulars knows, of course, that it is "the pledge of \$1" (payable only on issue of the book, when price to non-subscribers will be \$1.50), and not the money itself, which I ask "in advance." For convenience' sake, I agree to send receipts to those who entrust their cash to me at the time of subscribing (to save themselves the bother of writing two letters, and to ensure their names the earliest attention when mailing-day shall finally arrive), and 77 have, in fact, thus paid in advance. But I do not solicit such payments, because my date of publication is necessarily indefinite; while, if I should die before making publication, the task of returning their dollars to several hundred subscribers would be a needless addition to the labors of my executor. As hundreds of wheelmen, however, have never read about my scheme, or even heard of my name, the circulation of a silly demand about "paying back our money" seemed likely to prejudice my business reputation in the minds of such of them as might get their first knowledge of me in that way. Hence I felt forced to take extraordinary pains to counteract the possible evil resulting from the statement, whose injurious effect upon the minds of strangers was probably not realized by the wreckless writer of it. The incident illustrates the difficulties and delays which beset a man who attempts to sustain the double roll of "author" and "publisher" simultaneously. I have been robbed of a week's time, and my 3000 subscribers will all get their books a week later, merely because this ill-advised Pennsylvanian youth chanced to level his boomerang at me.

KARL KRON.

Washington Square, New York, April 4.

—:0:—

The Chicago Branch House of the Pope Manufacturing Company, of Boston, has moved from the old quarters, 179 Michigan Avenue, to the new offices, 115 Wabash Avenue, the company having leased the entire building.—The lower floor, which constitutes the sales-room, has a frontage of 36 feet and a depth of 155 feet, making it the largest bicycle warehouse in the world. The basement is of similar dimensions, and is neatly fitted up for a riding-school. Major William M. Durell has the charge of the company's business at that point, and will carry a large and complete stock of the Columbia bicycles and tricycles, and a full line of parts and sundries.

—:0:—

Fred. R. Cook, the Californian amateur champion, is expected to be present at the Springfield tournament this year.

TOURING IN FRANCE.

The following very interesting letter has been received from Mr. A. C. Beasley, who is at present touring in France:

Montpellier, France, March 24, 1885.

DEAR WILL,—In case any of our Canadian cyclists think of touring on this side of the "herring pond" during the coming season, a few reliable tips from one who has just "been there" may not come amiss, and a little knowledge of routes, etc., gained beforehand is of great service to the intending tourist, for once started every bit of information costs heavily.

The very first thing to be done is to join the Cyclists' Touring Club. Mr. H. S. Tibbs, Chief Consul for Canada, whose address is 26 Union Ave., Montreal, will forward all necessary forms and give all information needed.—You must join the club before sailing, for it takes a month before you become a fully-fledged member, and you can share in none of the many privileges afforded by the institution until you have obtained your pasteboard credential.

If you intend purchasing a machine in England (by far the better plan), take train to Coventry direct from Liverpool, and purchase a *strong* machine direct from a reliable maker, and by so doing save the agent's 25 % for commission.—Call at Hiffe & Son's and procure maps, guide-books, etc.

I need say nothing further concerning touring in the United Kingdom, because your guide-books give all necessary directions.

By all means purchase a tricycle, because you can carry all your luggage behind you on the luggage-carrier, and are saved all bother of forwarding, etc., and run no chance of taking croppers.

Before crossing the channel, make a tour of the Isle of Wight; it well repays the trouble taken in getting over. Then ride up to Newhaven and cross to Dieppe. It is the cheapest and best route; and besides that, the Chief Consul C. T. C. lives at Dieppe, and he is always happy to give the cyclist information respecting routes, etc. From Dieppe ride to Rouen, and then to Paris. From there the best route is to Bordeaux, travelling through Orleans, Tours, Poitiers, Angoulême and Libourne. Be sure and go through Libourne, for the other route is paved with rough cobble-stones for some fifty kilometres, as I found to my sorrow. From Bordeaux ride south through Toulouse to Narbonne, and east to Montpellier through Cette; then, if you wish to visit Italy, ride through Marseilles, Toulon, Nice and Monte Carlo; but if you do not desire that trip, return to Paris by way of Lyons. This tour is the best in France, because you will have comparatively level roads all the way, escape all the hill ranges and meet all the bicycle clubs.

CUSTOMS DUTY.—You will not be required to pay duty on your machine at the French frontier, but at the Italian custom-houses they collect the duty and affix stamped weights to your machine, and on your return refund the money.

ROADS.—The roads in France are under the control and supervision of the government, are broad, level, and well kept, constantly swept and scraped, and free from loose stones. Each

Rue Nationale runs between two large cities, and all along you pass metre and kilometre stones; the latter are a thousand yards apart; on the face is the name of the city the road leads to and the distance from it; on either side is the name of and the distance from the next place. In every town and village there is an iron signboard, white letters and arrows on a blue ground, fastened to front of the last house, showing the names of and the distances to the next three places, and at every cross-road you find a similar signboard. Thus you see it is next thing to impossible to get lost. The portion of the Rue Nationale leading through each village is paved, making it unpleasant and slow travelling; and, added to this, you are sure to have about a hundred curs and a swarm of children after you in each place. About the middle of December the metal is laid down, and this makes heavy riding; however, the workmen usually leave a narrow path at either side of the road.

HOTELS.—In England you will hear a great deal of the exorbitant hotel rates in France, and in a measure what you hear is true. I have been at hotels where they charged a stiff price for room and meals, and then had to pay extra for candles, soap, fires, wine and service; but this is only in what is known as tourist hotels. In every place, no matter how small, there is a hotel frequented by the commercial travellers (called *voyageurs de commerce*), and in that hotel one is sure to receive good accommodation at a reasonable charge. On entering a town, at once inquire, "*Où est l'hôtel pour le voyageur de commerce?*" and on being informed steer for it. You will get only two meals a day—*déjeuner* at 11 A.M. and *dîner* at 6.30 P.M. As you will start long before the morning meal, you will have *café au lait* and bread about 8 A.M. In Normandy, cider is used like water, and an extra charge is made for wine; but further south wine is supplied gratis. Water for bathing purposes is scantily supplied, but on being asked they will at once furnish all you want, and think you are unnecessarily cleanly.

RAILWAYS.—The cost of carriage for a machine on the English railways is considerable, and varies on different lines. In France your bike goes as luggage, for every passenger is allowed 30 kilos (about 60 lbs.). They seldom weigh the machine, but stick on a label and charge you the nominal sum of one penny for registration.—Usually you are required to sign a form exonerating the company from any damage that may be sustained; but if you are sharp you can escape signing this blank, and then if your machine is injured you can obtain recompense from the railway company. Another good feature in French railways is the absence of the system of tipping porters, etc., a custom that is obligatory in England. It is a good plan to take the train when you wish to escape any hilly country or are detained by rain. The third-class fare is cheap, but the accommodation is poor.

RESIDENT ENGLISH CYCLISTS.—After leaving Paris, you will meet with few cyclists until Bordeaux is reached. There you meet a great many, for the *Veloce Club Bordellais* (of which I am a member) numbers 500 members, and is the largest and best cycling club in France. An Englishman named Garrard has a bicycle

factory on the Boulevard Canderan. At Paris, Fred. de Civry has an agency on the *Avenue de la Grande Armée*. At Paris, Knowles will show you around; at Montpellier, H. O. Duncan has an establishment in the Rue Nationale. It is a great thing to know where to find an English-speaking person, especially in case of a break-down. There are numerous consuls for the C.T.C. scattered through the country, the majority of whom can speak English "a little few." Of course, a knowledge of the French language is of great service, but one can get along very well with the aid of a conversation book.

The rule of the road in England is to the left on meeting a conveyance, but here it is the same as our own, *viz.*, to the right. The people are very accommodating, and always give half the road.

Be sure and don't compete in any races if you wish to retain your *status* as an amateur, because there is no distinction between professionals and amateurs; and I may safely say that every rider of any account is a professional, according to the definition adopted in England and America.

Buy all clothes and necessities in England, where everything in that line is cheap and good. Have all letters forwarded to the *Poste Restante* at a town some distance ahead on your route. Drink little of anything at the *cafés*; peppermint and water is the best beverage; but better than anything is to eat lots of oranges when thirsty, for they are plentiful, good and cheap, costing about a sou apiece. The winter is the best time to travel in the south, the weather being neither too hot or too cold, and they do not cover the roads with metal, like in the north.

If you would care to hear some of my adventures, I will be happy to write you further.

Yours truly,

ALEC C. BEASLEY.

Coming Events.

MAY 25.—Second Annual Meeting of the Woodstock Amateur Athletic Association, including the Championship Bicycle Races.

MAY 25.—Second Annual Tournament of the Newcastle Bicycle Club.

JULY 1.—Annual Meeting and Races of the C. W. A. at Woodstock.

JULY 3 & 4.—Annual Meet of the L. A. W. at Buffalo, N.Y.

JULY 6.—Big Four Tour starts from Buffalo.

SEPT. 8, 9 & 10.—Annual Tournament of the Springfield (Mass.) Bicycle Club.

—:—

What promises to be a very interesting race is shortly to be run at London, England, between Maj. Knox Holmes, holder of the one-hundred-mile record, and who is over sixty years of age, and G. Lacy Hillier, the ex-bicycle champion of England. Hillier is to use a bicycle, while the old gentleman, in company with D. Rucker, will ride a tandem bicycle.

—:—

Hedge, the Buffalo flier, has made a mile in 1m. 47s.—on a home trainer.

Wheel Tracks.

Two issues a month now.

Cycling and general sporting papers are cropping up all over the States now.

Colonel Fred. Burnaby, who was killed in Egypt, was an enthusiastic cyclist.

Query.—Could a member of the L.A.W. be properly styled "A limb of the law?"

Cycling in Belleville is literally booming, and the demand for wheels this season is greater than ever.

The Victor Bicycle holds the ten mile championship of the Pacific Coast, having been ridden by Fred. Russ Cook.

P. D. Ross, sporting editor of the *Toronto Mail*, has accepted a position as managing editor of the *Montreal Star*.

The *Californian Athlete* is the name of a new paper devoted to athletics, cycling included, and published at San Francisco.

Mr. Joseph Pennell, a frequent contributor to *The Century*, recently took his wedding tour with his wife on a tandem bicycle through Italy.

The *Wheelman's Gazette* for April contains a portrait and biography of Annie Sylvester, the only lady rider who rides the one wheel.

Another cycling journal is about to be placed in the field, called *The Hamilton Journal*. It will be published monthly at Hamilton, Ohio.

Kaufman, the fancy rider of the Rochester (N.Y.) Bicycle Club, has turned professional and is travelling on the road, and meeting with good success.

The Springfield Club, in order to have the timing of the races at their coming races as near perfection as possible, will make use of electricity.

The Rochester Bicycle Club is making preparations to attend the L.A.W. meet at Buffalo in full force, and intend riding back with the Big Four Tour tourists.

Rev. Sylvanus Stall, of Lancaster, Pa., is organizing a 900-mile tour to enter Canada at Niagara Falls. It will be composed strictly of clerical wheelmen, and will take place during July.

Everyone will have learned with regret that George E. Cooper, of the Wanderers' Bicycle Club, Toronto, was seriously wounded at the engagement which Col. Otter had in the Northwest, but all will wish for his speedy recovery.

Seven members of the Wanderers of Toronto are with the Queen's Own Rifles in the Northwest, their names being: Major Allan; Lieut. J. George; Sgts. E. A. Thompson and G. E. Cooper; Capt. Postlethwaite and Gray; and Private Walter Despard, late of the Forest City Bicycle Club.

John S. Prince, the champion, defeated the fast trotting horse "Douglas," owned by Col. Tarble, record 2.20, in a five mile race at Pensacola, Florida, on Friday, March 27th. One thousand people witnessed the race, which was of the most exciting character. The horse led for four and one-half miles, when Prince put on his famous spurt, and running the last half at a 2.44 gait, he won by five yards, in 16.28. The crowd carried the champion on their shoulders.

Sandhurst, "the golden city of Australia," sent five subscribers to Karl Kron's book, March 22, by the hands of W. J. Parry, consul of the Victorian Cyclists' Union, who wrote: "I hope the inclusion of these among the 3,000 will prove an interesting link in your remarkable chain showing the world-wide spread of cycling."—That part of the world now has 53 representatives on the list, as compared with 81 from England, and about 125 from the Dominion of Canada.

The Newcastle Bicycle Club has decided to hold its second annual tournament on Monday, May 25th. It is stated that neither pains nor money will be spared in the selection of prizes and in making the track one of the best in the Dominion. All visiting wheelmen will receive a hearty welcome.

AN APOLOGY.

I beg to express my sincere regret that I have been compelled to disappoint many of my customers by non-delivery of their orders before the first of this month. Although I held over a very large stock, and last December made arrangements with Singer & Co., for March and April deliveries, which I supposed would be sufficient to meet every demand upon my resources, in the face of this, I find this week has cleaned out all my National and Traveller Bicycles, but I am happy to state that cases No. 80, 81 and 82 will be here in a few days, placing me in a position again to execute orders for nearly every pattern. I thank my patrons for their kind and patient waiting, and hope the bicycles, when received, will amply repay for the lost time.

WM. PAYNE, London.

**NICKEL-PLATING BICYCLES
A SPECIALTY!
RUBENSTEIN BROS.,
537 CRAIG ST., MONTREAL.**

BICYCLES AT COST.

On account of press of other business, we have decided to offer our stock of BICYCLES AT COST, and to Import only to Order, and at Reduced Prices. Our stock of

**BERKSHIRES,
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DOMINIONS, &C.,**

ARE NOW OFFERED AT COST.

**BICYCLE SUNDRIES, BAGS,
K.O.R. LAMPS, ETC.**

**Wallace C. Trotter & Bro.,
30 ST. NICHOLAS STREET,
MONTREAL.**

QUEEN'S BIRTHDAY!

Second Grand Annual CELEBRATION

—OF THE—

WOODSTOCK

Amateur Athletic Association.

To be held on the Grounds of the
Association, on

MONDAY, MAY 25th, 1885.

**\$1,000 IN GOLD AND SILVER \$1,000
MEDALS, CUPS, &c.**

PROGRAMME.

FOOT RACES.

- 1.—**120 YARD HURDLE RACE** (10 hurdles, 3 ft. 6 in). 1st Prize, Gold Medal, \$25; 2nd, Silver Medal, \$12.
- 2.—**100 YARD RACE**. 1st, Gold Medal, \$25; 2nd, Gold and Silver Medal, \$15.
- 3.—**QUARTER MILE RACE**. 1st, Gold Medal, \$24; 2nd, Silver Medal, \$12.
- 4.—**FAT MEN'S RACE** (200 lbs. and over, 75 yards). Box of Cigars, special, by Nesbitt Bros.
- 5.—**BOYS' RACE**—100 yards, open to boys under 14 years of age. 1st, Silver Medal, \$10; 2nd, W.A.A.A. Silver Badge.
- 6.—**220 YARD RACE**. 1st, Gold and Silver Medal, \$20; 2nd, Silver Medal, \$10.
- 7.—**SACK RACE** (50 yards, each man to supply his own sack). Rattan Chair, special, by J. G. Hay.
- 8.—**OBSTACLE RACE** (Quarter Mile). President's Special Prize, value \$10.
- 9.—**STRAIGHT THROW LACROSSE BALL** (60 yards). A First-class Lacrosse.
- 10.—**TUG-OF-WAR** between 10 members of Lacrosse and 10 members of Bicycle Club. Prize, a W.A.A.A. Silver Badge to each of the winners.

A Grand Lacrosse Match during the Afternoon

BICYCLE RACES.

- 1.—**ONE MILE**—Open. 1st Prize, Gold Medal, \$40; 2nd, Gold and Silver Medal, \$20.
- 2.—**HALF-MILE DASH**—Open. Gold Medal, \$25.
- 3.—**FIVE MILE, Championship of Ontario**. (Open to all Ontario Amateurs.) Gold Medal, \$50.
- 4.—**HALF MILE, without hands**. 1st, Gold and Silver Medal, \$20; 2nd, C.W.A. Gold Badge.
- 5.—**THREE MILE RECORD RACE**—Open. 1st, Silver Stop Watch, \$40; Gold and Silver Medal, \$20.
- 6.—**TWO MILE GREEN RACE**, with Roadster Machines; open to all who have never won an open race. Gold Medal, \$20; Silver Medal, \$10.
- 7.—**FOUR MILE HANDICAP**—Open. 1st, Handsome Silver Cup, \$35; 2nd, Silver Medal, \$15.
- 8.—**FANCY RIDING**. Gold and Silver Medal, \$20.
- 9.—**TWO MILE, Championship of Oxford**. Special, by Mr. S. Woodroffe, Silver Cup.

The above Competitions are confined STRICTLY to Amateurs. All protests must be presented to the Secretary in writing before the race commences. Three to start or no race.

Entrance Fee to each Event, 50c. Entries will positively close on May 19th.

All races to be run under Canadian Amateur Athletic Rules. Competitors must be dressed to satisfy the Committee.

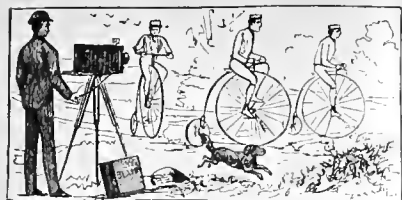
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President.

D. A. WHITE,

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TOURING CAMERA.

The largest stock and variety of Cameras
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ALL PRICES.

The reputation which we have gained in three
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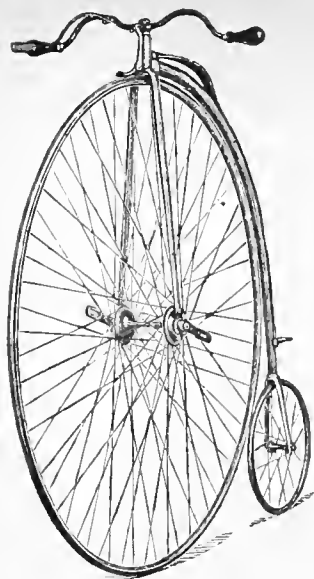
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TANGENT SPOKES

52-inch Wheel, weighs 35 lbs., all bright parts
plated, Balls all over, for \$110.00.

EIGHT STYLES of the Challenge in stock.

Laced Spokes are fast proving a perfect failure
in England. None used in the
Challenge now.

Revised Catalogue and prices in May.

W. M. PAYNE,
LONDON, ONT.

Bicycles ! Tricycles !

LARGER STOCK THAN EVER.

WATSON & PELTON,

Wholesale and Retail Importers.

YOUNG AMERICA,

PIONEER,

BRITISH,

BRITISH SPECIAL,

BRITISH TRICYCLE.

Agents for the Coventry Machinists Co.'s

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"CLUB SAFETY,"

"CLUB RACER."

LARGE ASSORTMENT OF SUNDRIES.

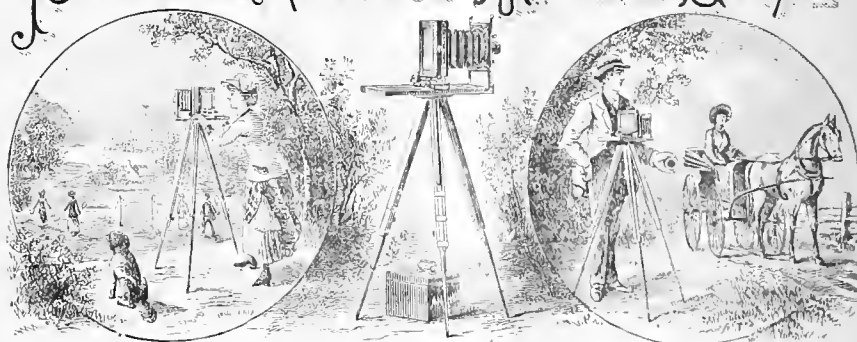
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Amateur Equipments in Great Variety, from \$10 upward

Sole Proprietors of the Celebrated Novel Cameras.

E. & H. T. ANTHONY & CO.,

Send for Illustrated Catalogue.

Forty years established in this line of business.

591 Broadway, New York,

For Sale Column.

FOR SALE.—50-inch "Pioneer," almost
new. Being too small, will sell cheap.
Address—Bicycler, La Chute Mills, Q.

A BARGAIN—A CAMERA. Everything
complete. Will sell at half-price. Ad-
dress—Bicycler, La Chute Mills, Q.

TRICYCLE FOR SALE, in good running
order, made by Zephyr Co., Coventry, Eng.
Front steerer, 22 inches; drivers, 50 inches;
balance gear and geared level; balls to all
wheels and pedals; Harrington's cradle spring
and clip; eclipse saddle; one-inch tyres; en-
amelled plain black; would suit rider up to 160
lbs. weight; am getting one to carry 190 lbs.

Price, \$110.00, on Cars at Ottawa.

G. A. MOTHERSILL,
OTTAWA.

IMPORTANT NOTICE

WE BEG TO CALL ATTENTION OF THE WHEELMEN OF CANADA TO OUR LATEST CANADIAN MANUFACTURED BICYCLE.

Having had considerable practical experience from the infancy of Bicycling, and having become acquainted with the Canadian roads, we have built this machine to meet the requirements of the demand, being especially adapted to these roads, it being very rigid, and at the same time not too heavy.

The "COMET" is the best Roadster ever made in the Dominion, and ranks second to none to any imported machine.

It is made of the very best materials possible to be obtained in the English market, and for workmanship and finish is unsurpassed.



We are enabled to offer these machines to the public at a lower figure than those imported, not having the amount of duty to pay on the raw material as on the finished goods.

It is fitted with Bown's Æolus Ball Bearings to both wheels, Warwick's Patent Hollow Felloes, Ball Pedals, Laced Spokes, Cowhorn Handle-Bars, and elegantly Painted, with Handle-Bars, Head and Cranks Plated.

Weight of a 54-inch Machine, 38 pounds.

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SOLE AGENTS FOR THE CELEBRATED

INVINCIBLE

WHICH IS THE BEST MACHINE IN THE WORLD.

WHY?

BECAUSE

All Amateur Championships are won on it.

It has gained its reputation on its own merits, and not by paid racing men.

It is the lightest, strongest and fastest, and requires no repairs.

It was the first machine ever ridden twenty miles under the hour.

THE LATEST NOVELTY.

THE "INVINCIBLE" SAFETY. The only Safety that is fitted with laced spokes and hollow rims, and caused the most attraction at the late Stanley Bicycle Exhibition, London, England.

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DON'T decide on purchasing a Wheel for the coming season until you have seen our stock, SIXTEEN distinct patterns to select from.

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STRONG and LIGHT ROADSTERS, NICELY FINISHED and ALL PARTS INTERCHANGEABLE.

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BICYCLES AND TRICYCLES

STANCH AND RELIABLE ROADSTERS.

I take pleasure in adding my testimony to the claims which you set forth in the construction of the *Columbia* bicycle and tricycle.

I have ridden one *Expert Columbia* over 3,500 miles on country roads, and have never had any repairs of any description whatever to make upon it.

With its standard of rake, and your vibrating suspension saddle, I consider it *unequalled for safety* and long-distance riding. It is always in perfect order, if properly cared for, like any piece of machinery.

From the practical results which I determined by subjecting the different qualities of steel from which it is constructed, to the recognized standard of Government tests, I am free to assert that you may justly claim that the *Columbia* has not its equal in quality of material and finish; all of which is shown in the tabulated results in your possession.

I am, very respectfully,

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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.


VOL. II.

LONDON, CANADA, MAY 30, 1885.

No. 9.

Victor Bicycles & Tricycles

SHOW THE BEST RESULTS OF ADVANCEMENT IN THE
CYCLE BUILDER'S ART.

<p>ALL STEEL, ALL INTERCHANGEABLE, FINEST MATERIAL, BEST WORKMANSHIP.</p>	<p>"VICTOR"</p>  <p>BICYCLE.</p>	<p>COMPRESSED TIRES, which cannot be torn from rim. BOHNS' BALL BEARINGS all over, including Pedals, and FINISHED IN HARRINGTON'S ENAMEL.</p>
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CHAS. ROBINSON & CO.'S Cycling Advertiser.

22 CHURCH ST., TORONTO.

"The Rudge is to be crowned King of the May, brother."—Tennyson.

MAY, 1885.



THE RUDGE LIGHT ROADSTER

Is becoming more and more of a favorite. We have had the satisfaction of running short recently of several of the common sizes, although we thought we had laid in a stock sufficient to last through the spring. By last week's English mail we duplicated orders for six cases more, which will be here in good time; and the most pleasing feature of their sale, beyond the receipt of cheques, is the fact that their owners, in nearly every case, have, of their own volition, written us that they were delighted with their purchases. In fact, the happiness that we are spreading over this Canada of ours has a retroactive effect, and makes us to bubble up with the same good feeling. We might remark that we are prepared to spread still more joy and felicity. Terms cash.

A STRANGE CUSTOMER.

Among the many odd customers that drop in on us, by far the oddest and strangest put in an appearance the other day. Old age had silvered his locks and twisted his joints and rheumatized his bones, while his dust-covered and sun-faded clothes indicated a long journey. We gave the poor old veteran a cane-seated chair, and while he coaxed back his breath we eyed him curiously. It suddenly dawned upon our 40 x 10 intellects that we were in the presence of no less a personage than Old Father Time. Slowly and deliberately he laid down his scythe and sand-glass, and, in a voice that squeaked painfully, asked: "How much will you give for this truck in dicker for one of your new tangent-spoked, ball-bearing Rudges?" Our astonishment made us speechless. "You see," he continued, "I've been a-trudging along on my own account for some few hundred centuries, and now find that if I don't get some new method of locomotion I'll get way behind. In fact, I had to work with all my strength to get the old year to balance up evenly last December, so I thought that perhaps we could come to terms for a trade." To make the story short, we sold the old gentleman a 56-inch enamelled Light Roadster, and will sell his scythe and hand-glass, as good as the day he got them in Eden, for \$6.00, C.O.D. We saw him a week after wheeling through space at a terrific rate. Strange to say, he looked thoroughly rejuvenated, and was actually whistling a bar of "For I'm a Jolly Good Fellow," as he shouted down to us that he was two weeks ahead of time, and was going to make a record if possible for a hundred-mile stretch on his wheel.



THE RUDGE SAFETY.

As we anticipated, this little wheel makes a sensation wherever it is seen. Our first shipment was speedily sold, and only two or three are left of the second, and in all probability they will be disposed of before this sees itself in type. However, we will keep ordering, and do our best to meet the demand. By cabling orders we save valuable time and have our orders filled within a month, if not less.

THE BEST-LAID PLANS, ETC.

A certain young man of Guelph
Sought to gain fame for himself,
By standing upright
On a fifty inch bike,
But now he's laid on the sheulph.

BEHIND THE TIME.

A Nickel-Plated Spoke was out strolling the other day on Wellington Street, when it met an Enamelled Backbone. Mrs. Spoke swept by with an unmistakable air of pride, as her silver dress shimmered in the sunshine, and remarked in an undertone to a Hollow Fork walking at her side that it was astonishing how people could bear to wear black. The Enamelled Backbone, turning around, retorted that black dresses were again in the fashion, and advised Mrs. Spoke to keep up with the times and the fashion. It opened Mrs. Spoke's eyes, and, enquiring at our shop on Church Street, she found she was indeed old-fashioned, and immediately gave us directions to take her measure for an enamelled dress, striped with blue.

TRICYCLING.

We are having quite a boom this Spring in this branch of cycling, and have disposed of quite a number of the new Rudge Tandem Tricycles, which, from personal testing and use, we think are the best adapted to our Canadian roads. It is compact in shape, thus concentrating the propelling power, and the ease with which it can be altered into a single machine renders it still more valuable. Probably by the time this month's WHEELMAN comes out, a Tricycle Club, with a membership of both ladies and gentlemen, will be formed in Toronto (the first in Canada), and its club runs will render tricycling still more popular.

OUR CATALOGUES.—We will be pleased to send our new illustrated and poetic catalogue, as well as our sporting goods and clothing catalogue, to any address on receipt of a three-cent stamp.



THE RUDGE RACER ON THE QUEEN'S BIRTHDAY.

A SPLENDID RECORD.

Monday, the 25th of May, was a red-letter day in the history of the Rudge Racer in Canada. Four races were won on it at Woodstock, and three at Newcastle. At Woodstock, Clarke, in the great one-mile race, rode a Rudge Racer, beating Lavender on an Invincible. Clarke also won the five-mile Ontario Championship race. Biette won the three-mile record race and the four-mile handicap at Woodstock, on his Rudge. At Newcastle, Kent, on a 54-inch Rudge Racer, won the one-mile club race and the hurdle race. We might add that Howell won the twenty-miles championship at Belgrave, England, recently, on a 58-inch Rudge Racer.

PERSONAL.

When in town, drop in and see our establishment, even if you do not leave more than a hundred dollars on the counter. You will be made perfectly welcome, and a cane-seated chair placed at your disposal. Next month we will illustrate a number of new novelties, such as Lamps, Cyclometers, Bells, etc.

RACERS FOR RENT.

If unsold, we will rent the 52-inch and 54-inch Rudge Racers (mentioned in the Bargain List) to responsible parties. Terms upon application.

A BUDGET OF BARGAINS.

NO. 1—A 52-INCH RUDGE RACE, IN PERFECT running order, weight only 22 lbs., Machine good as new. The first man who telegraphs "Send it C.O.D.," \$95, can have it. This is a silver-plated, gilt-edged bargain.

NO. 2—A 54-INCH RUDGE RACER, JUST AS GOOD as the No. 1, imported from Eng. and this spring. Good as new; in fact, better than new for having been "broken in." \$95 C.O.D., f.o.b. in Toronto.

NO. 3—A 54-INCH FULL-PLATED STAR, COMPLETE with ball-bearings and all the extras and improvements that can be attached to it. Good as the day it came from the New Jersey shop. Cost new, \$170. \$140 takes it.

NO. 4—A 52-INCH FULL-PLATED SANSPARIEL, complete with ball-bearings and pedals. A little beauty. Cost new, \$130. In first-class condition. \$100.

NO. 5—A 54-INCH FULL-PLATED BRITISH CHALLENGE, with ball-bearings, etc., good as new. Cost new, \$130. \$95 cash. (These are only sample bargains. We have fifty second-hand wheels to chuo e from.)

NO. 6—THE DURYEA SADDLE AND SPRING COMBINED, new pattern, sent C.O.D. for only \$4. Price reduced from \$5. Are selling heaps of them.

NO. 7—A NEW RUDGE SAFETY, COMPLETE WITH ball-bearings and pedals and foot-rests, for \$110. C.O.D.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. TIBBS, Montreal, } *Associate Editors*.
W. G. EAKINS, Toronto, }
HAL. B. DONLY, Simcoe, *Association Editor*.
JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

A REDUCTION.

In order to increase the circulation and influence of THE CANADIAN WHEELMAN, and thus make it more than ever a thoroughly representative journal, it has been decided to offer the paper to clubs at Seventy-five Cents a-year to each member where it is made a rule of the club that every member shall receive the paper. Or the same sum per annum will be accepted where twenty subscriptions are sent in from any one club at one time. One club—the St. Thomas—has already taken advantage of this offer, and it is hoped that it will be an incentive to many wheel clubs to aid in giving THE WHEELMAN a circulation as numerous as the wheelmen of the Dominion.

THE COMING MEET.

Vigorous preparations are being made for the annual meet of the C. W. A. on July 1st, and there is every prospect that Woodstock will see the most successful meet in the history of the Association. The reasons why such should be the case are numerous. Woodstock is situated in the very centre of the section of the Dominion in which wheeling has secured its strongest hold; cities and towns with large bicycle clubs are within easy reach by rail; its railway facilities are among the best in Canada; the meet of the L. A. W. will be held in Buffalo on the 4th of July, and the date and place of the C. W. A. meet ought to attract many of the American riders, while the open races, with their valuable prizes, should find favor in the eyes of the flyers who will be at Buffalo; and last, but not least, Woodstock possesses an Amateur Athletic Association second only in Canada to that of Montreal, which will co-operate with the C. W. A. in making the meet a grand success. The Woodstock Association have, at large expense, secured the finest track in Canada, if not on the Continent, and they are determined that in every other matter over which they have control the preparations for the meet will be as complete. There is no reason, therefore, why

the Canadian meet should not equal, in number as well as in everything else, the American one; and that it may do so should be the laudable ambition of every Canadian wheelman. The secretaries of clubs will soon be furnished with printed matter advertising the meet, and they should all, for the benefit of the Association, see that the bills, etc., are properly distributed. Let every man make up his mind to be present in Woodstock on July 1st, and then let him keep to his determination, and all will be well.

EDITORIAL NOTES.

It is amusing, when perusing *Wheeling* (which, by the way, is one of our best exchanges), to notice the lack of confidence that is put in the various items relating to the one-wheel acts of our American fancy riders.

It takes an Englishman a long time to thoroughly understand what part of the globe Canada occupies. *Wheeling* in a late issue, says: "The Toronto (U.S.A.) B.C. propose making a tour of Europe this season."

And still another Canadian tour, the Clerical Wheelmen's Tour. Canada, the touring-ground of America, with its charming scenery and magnificent roads, is certainly going to be favored this time, as the party will be comprised wholly of clergy. Clergy at home and clergy a-touring are totally different, and anyone who joins their trip will assuredly have an enjoyable time.

The latest additions to THE WHEELMAN collection of celebrities are the photographs of Prince and Morgan, C. F. Lavender, Canada's one mile champion, and Westbrook and Hacker, champion acrobatic fancy riders, doing one of their marvellous acts. A very handsome panel portrait of Miss Annie Sylvester, the only lady fancy rider who has accomplished the mastery of one-wheel riding, also adorns our sanctum.

CLERICAL WHEELMEN'S CANADIAN TOUR.

We have received a very neat little prospectus of the above tour, which commences on August 5th, lasting for three weeks. The Rev. Sylvanus Stall, of Lancaster, Pa., who has undertaken all arrangements of the tour, and who issues the prospectus, is anxious to have all clerical wheelmen, both in Canada and the U.S., who can find ample time, join the tour, while partial tourists, who cannot arrange for the entire trip, are cordially invited to participate. Already a large number have signified their intention of joining the party, and it is expected that nearly one hundred clerical wheelmen will be ready to enjoy a three weeks' tour over the best roads on this Continent, amid the most charming scenery of Ontario. In next issue we hope to present our readers with a map showing the plan of the trip as already laid out. Full particulars can be received by addressing Rev. Sylvanus Stall, Lancaster, Pa.

How would you replace a broken axle when out in the country? Look around till you find an axle tree, then cut off a nice one from the tree, and fit it in. If you want help, axle little boy to assist.

Our Racing Men.

H. P. DAVIES.

H. P. Davies, of Toronto, well known by all cyclers throughout the Dominion, is undoubtedly one of Canada's fastest riders. Standing about 5ft. 9in. in height, and weighing 160 lbs. when in trim, he looks and makes a formidable opponent to all our celebrities of the cinder-path.

He has for some time past been an active member of the Wanderers' Club of Toronto, but now is one of the promoters of the new Toronto Club, The Rotas.

Socially, Mr. Davies is a great favorite, on account of his genial manner, and makes many friends on all sides.

His first race was at the first annual C.W.A. meet at London, in 1883, when he entered the green race, finishing a good second. Since then he has entered and taken prizes in the following races during the season of 1884:

Newcastle, 24th May.—2nd in one mile; 3rd in five mile handicap (cup).

Woodstock, 26th May.—2nd in one mile; 1st in two mile.

Toronto, 1st July.—Championship of Toronto challenge medal. Bank Athletic Sports—1st in one mile (closed, open only to bankers).

Woodstock, 25th August.—2nd in one mile; 1st in half mile (beating Lavender).

Toronto B.C. Games, Sept.—Championship of Toronto (medal); 2nd in one mile (beaten by Clarke); 2nd in five mile handicap (beaten by Clarke).

Toronto, Sept.—1st in one mile; 1st in two mile.

THOMAS STEVENS.

An erroneous report having gained circulation that Mr. Thomas Stevens, the hero of the remarkable bicycle ride from San Francisco to Boston, had been compelled to give up his idea of completing the journey around the world, we are glad to say that Mr. Stevens sailed from New York on the steamer City of Chicago on April 9, arriving at Queenstown April 18. He had already begun his journey on the bicycle from Liverpool, riding through London to Dover, whence he crossed the channel to Calais, and will proceed through France, Germany, and Austria to Constantinople. Mr. Stevens undertakes the journey as the representative of *Outing*, whose publishers will bear all the expenses. Much of his journey will be through territory almost unknown to white men, and if Mr. Stevens succeeds in completing the undertaking he will have a story of adventure to tell that has rarely been equalled in interest. A series of illustrated papers regarding his experience will be published in *Outing*.

THE CANADIAN WHEELMAN, the bright "Journal of Cycling," published in London, Ont., will appear twice a month during May, June, July and August. One of the most interesting papers in the current issue is an account, by Mr. A. C. Besley, of Hamilton, of a tricycle tour in England and France.—*The Week*.

COASTING.

Much has been written about the safest way to descend steep or rough hills on the bi, and though the wheel has been in use for over six years in this country, the question as to whether "legs over" or "feet on pedals" is the best, has never been settled, so I will proceed to unload the results of my observations for the year 1884 on a suffering public.

I think that I do not err much in saying that four-fifths of the riders in the United States believe that their machines are under better control with their feet on the pedals than with legs over. Now, of all mistakes, this is the most universal. Suppose, for instance, you come to a hill tolerably rutty and stony, and essay to ride down with your feet on the pedals. You must, of course, back-pedal, which, on a stiff hill, say 1 foot fall in 10, is rather dangerous. If you fall legs under, you are almost sure to light on your hands, and your machine is liable to be damaged more or less. Back-peddalling is work anyway, and who on earth wants to work down hill? Up hill is bad enough.

Now, suppose you put your legs comfortably over the handles, sit well back on your saddle, and use two fingers of your right hand to hold your brake. You can go as slow or as fast as you like; you can, if necessary, swing your feet to either side and jump to the ground, or by a pressure on the brake lever, go over in front of your wheel, and in either case light on your feet and hold your machine up. In case you run into anything too large to ride over, all you have to do is to put on your brake and go over the front. I leave it to any one as to which is preferable, striking on your hands and having your machine hit you in the back of the head, or coming down on your feet, with your machine and your dignity intact?

In conversation with various wheelmen, I found a number of them stated that "they could not control their wheels with their legs over the handles, as well as with feet on pedals." The explanation is simple; they have never learned how to coast thoroughly, and of course they don't feel safe. I have no doubt that some of the readers of this article will think me presumptuous in making such a statement, but the facts will bear me out. The average rider can coast down a smooth hill as long as he is going at a medium rate of speed, but put him on a rough, rutty, stony, steep hill, where it is necessary to turn and twist, and down go his feet on the pedals, and he risks breaking his machine, let alone his neck, for the simple reason that he never learned how to coast properly.

Another hindrance to coasting is the wretched apology for a brake lever which is still in use on many machines. The lever should come within two inches of the handle tip, so that two fingers can be placed on the lever, while the thumb and the other two fingers have a firm grip on the handle. Thus fixed, you can coast a hill two miles long at a snail's pace, without any discomfort arising from cramped fingers.

Now, of course the above remarks are not intended for the man who lives in a level country and never goes out of it; but if any one else is "converted" without having it knocked

into him by sad and bitter experience, I shall feel that my ink has not been wasted. If, moreover, any one differs from me on the subject of coasting, I will show him, should he ever come to St. Louis, hills which he *cannot* ride down, but which he *can* coast. We have not much to brag of out in Missouri, but we can show a good gravel road, which is for 20 miles a succession of hills, the least of which would make a good showing, when compared with "ye hill in ye suburbs of Boston yclept Corey," the same which I have feasted mine eyes on.

Reckless coasting is to be deprecated, *i.e.*, "shooting" hills with cross-roads where teams are liable to be in the way, or where a curve in the road shuts off the view; but on a down grade of any consequence the rider's rule should be, "If you can't coast, get off at the top and walk;" and if this rule is followed, no falls and mighty little walking will be the result.—*The Bicycling World*.

FIRST AID TO THE INJURED.

One of the most useful things to learn is to apply a bandage. * * * * *

In applying a roller bandage, always begin from below and work upwards; the pressure must be uniformly and evenly applied; there must be no wrinkles; bandage from the inside outwards by the front, and reverse on the fleshy side of the limb. Bandages are also used in conjunction with splints for a broken leg. It is of the utmost importance that the limb should be supported with splints and bandages before any removal of the sufferer is attempted. Splints may be made out of an immense variety of things, which may be found in the hedge side, such as stakes, branches of young trees, or such as may be picked up in a dust heap, as broken card-boxes, the straw coverings of wine bottles, or a newspaper folded into a long narrow form. In the case of a broken leg, the limb should be first drawn straight, then two splints applied, one inside and one outside the limb. The splint should be padded next to the bone with anything soft, such as pocket handkerchiefs, grass or hay, then with a bandage tie the splints in position above and below the fracture. The patient may then be lifted into a cart for conveyance to a house. In case of a broken forearm, apply two splints, one reaching from the elbow to the fingers, and one from the elbow to the wrist, first of all being careful that the thumb points upwards. The pads must not be forgotten, and when the splints are placed, fastened with bandages; and make a sling from the neck in which the arm may rest. One of the most common form of accidents to which wheelists are exposed is the fracture of the collar-bone. There is not much difficulty in detecting this. The head falls to one side, and the sufferer instinctively catches hold of the elbow on the wounded side. In such an accident, roll several pocket-handkerchiefs into a ball and place it in the armpit on the side injured, which serves to raise and support the shoulder; then bind the arm to the side with a bandage, and place the forearm in a sling.

Perhaps the next most common form of accident is the fracture of a rib. The injured man in such a case feels a nipping pain, and has

difficulty in breathing. The best method of treatment is to take a long strip of calico, or linen, or a large bandage, and fasten it firmly round the chest so as to stop all movement of the body. The doctor, on his arrival, will soon put things into proper trim. In all cases of fracture the danger is increased by careless movement; a simple fracture may become a compound fracture, that is, where one end of the broken bone is forced through the skin. This is prevented by the immediate application of any kind of splint secured by handkerchiefs. In case of a broken leg, the sufferer should not on any account be moved, except on a stretcher—a field gate, the door of a sheep-pen or shutter would serve. The splints in the case of a broken leg should be long enough to include the joint on either side of the fracture; first strengthening the limb and drawing it out to the same length as the uninjured limb. An excellent substitute for better splints is to take the coat, turn the arms inside out, fill them with any soft stuff as padding, then lay the broken limb between the arms and bandage. In case of one leg being broken, after applying splints it is always well to bind the two legs together, as the broken limb is thereby greatly supported. A sharp man need never be at a loss for material wherewith to make a splint; a walking-stick or an umbrella may be utilized, the covers of flower-pots, twigs, sticks, or old baskets. In injuries to the head, the best course is to simply dress the wound, if there be any, and let the patient lie down; he will be perfectly unconscious, and what is most requisite is that he should lie down and be quiet. In case of slight concussion of the brain, a shock has been received which simply paralyzes the brain for a few minutes. The patient becomes very pale, and lies apparently insensible; if spoken to, he will look up and answer, and then probably drop off into an unconscious state again. Apply hot water-bottles to the feet, inside the thighs, and at the chest; this will probably cause vomiting, and the patient will be all right in a few minutes. If the injury be severe, the patient should be kept warm, and allowed to go to sleep. In all cases, of course, it is distinctly understood the regulations we give are for adoption only until the services of a doctor are obtained. In no case are these instructions remedial, but only provisional.—*Wheeling*.

Charles Robinson & Co. have another new advertisement on the second page of the cover, which will be found to be exceedingly readable, apart from the information which it gives about the Rudge wheels they handle. They tell us the new Rudge Safety is having a regular boom, and that a large number are being sold. Messrs. Robinson & Co. have added a sporting goods department to their bicycle business, and will send a catalogue of lacrosse, baseball, cricket and football goods to any one applying. They have also issued a large bicycle-catalogue, which our readers would do well to send a 3c. stamp for. The Rudge Racer will no doubt take a prominent part on the race track this season. Clark and Biette, of Woodstock, will be mounted on the Rudge this summer.

There is a rider in Chicago who uses a cork leg as handily as the genuine limb.

C. W. A. OFFICIAL ANNOUNCEMENTS.



THE C. W. A. ELECTIONS.

In all the Districts except No. 1, the elections this year for Chief Consuls and Representatives were by acclamation. In the District in which the contest took place a very good vote was polled, considering that both candidates for the office in dispute—the Chief Consulship—were from one club. The ballots were counted at the Secretary's office, in Simcoe, on Monday, May 11, according to the by-laws, Messrs. W. S. Perry and W. G. Wallace acting as scrutineers. Their report to the President shows, according to by the membership of each District as certified to by the Secretary, the following gentlemen elected:

DISTRICT NO. 1.

Chief Consul.—W. A. Karn, of Woodstock.—Representatives.—C. H. Hepinstall, St. Thomas; W. E. Tisdale, Simcoe; J. G. Hay, Woodstock; S. Roether, Pt. Elgin; R. N. Ballantyne, Stratford.

DISTRICT NO. 2.

Chief Consul.—F. J. Campbell, of Toronto.—Representatives.—R. T. Blachford; H. Ryrie; R. J. Bowles, Brighton; H. C. Goodman, St. Catharines.

DISTRICT NO. 3.

No nominations were received from this District.

DISTRICT NO. 4.

Chief Consul.—J. H. Low, Montreal. Representative.—J. D. Miller, Montreal.

DISTRICT NO. 5.

Chief Consul.—A. J. Darch, Winnipeg.—Representative.—W. W. Matthews, Winnipeg.

In District No. 1, the vote stood as follows: For Chief Consul—W. A. Karn, 84; J. G. Hay, 51.

For Representatives—C. H. Hepinstall, 117; W. E. Tisdale, 113; J. G. Hay, 100; S. Roether, 97; R. N. Ballantyne, 90; W. A. Karn, 75.

H. B. DONLY,

Sec.-Treas.

Coming Events.

JULY 1.—Annual Meeting and Races of the C. W. A. at Woodstock.

JULY 3 & 4.—Annual Meet of the L. A. W. at Buffalo, N.Y.

JULY 6.—Big Four Tour starts from Buffalo.

JULY 10.—Big Tour Century Road Race from Cobourg to Kingston.

AUGUST 1.—Clerical Wheelmen's Canadian Tour starts for Niagara Falls.

SEPT. 8, 9 & 10.—Annual Tournament of the Springfield (Mass.) Bicycle Club.

WOODSTOCK'S TOURNAMENT.

The Second Annual Sports of the Woodstock Amateur Athletic Association was held on May 25th, and, as is customary with any enterprise which the Woodstock Association undertake, proved very successful, although the number of visiting wheelmen was not as large as expected, numbering about seventy riders.

The parade was formed at the Market Square, and, headed by the Woodstock Band, proceeded to the grounds, where is laid undoubtedly the finest track in Canada, if not in America. It has been widened and relaid with a new coat of asphalt, making it very fast, but unfortunately on the day of the races a very strong wind was blowing, thus rendering record-breaking impossible.

The officers of the day were as follows:—Referee—H. B. Donly, Simcoe. Judges—J. S. Brierley, St. Thomas; W. M. Begg, London; R. N. Ballantyne, Stratford. Scorer—Lloyd Harris, Brantford. Time-keepers—C. H. Hepinstall, St. Thomas; S. Woodruff and R. T. Crawford, Woodstock. Clerk of Course—E. Nesbitt. Starter—W. K. Evans, London.

The interest centred chiefly in the bicycle races, of which there were eight on the programme, as follows:

One-mile open—1st, gold medal; 2nd, gold and silver medal. C. E. Lavender, Toronto, H. W. Clarke, Woodstock, and J. Lambe, London, mounted for this race, which was expected to be close and exciting, as Clarke had lowered the Canadian mile record last year to 2.50¹/₈, while Lavender is known to be Toronto's crack rider. Clarke had the inside, Lavender and Lambe in the order named. The first lap was finished in this order; time, 51¹/₂ secs. It was seen that this was to be a pretty race, Clarke keeping the lead, with Lavender hugging the leader, and Lambe some few yards behind. This order was maintained throughout, and, coming in on the home stretch, Clarke put on a magnificent spurt and drew rapidly away from Lavender, winning by several yards, amid great cheering. Time, 3.15 4-5, against a strong wind.

It might be stated that Mr. Lavender was not at all well, and was obliged to drop out of the rest of the races, after exerting himself in the one-mile.

Two-mile green race (medals)—W. C. Mackay, Seaforth; S. Mackay, Woodstock. The Seaforth man led to the finish in 7.29 3-5, the Woodstock man giving up on the last lap after riding a plucky race.

Three-mile record race—1st, silver stop-watch; 2nd, medal—H. W. Clarke, Woodstock; H. Biette, Woodstock; J. Lambe, London. Clarke led in the majority of laps and won the race. Biette pressed him close several times, coming in second.

Four-mile handicap, open (cup and medal)—C. Mackay, Seaforth; Biette, Woodstock; Wolfe, London; Lambe, London. All waived the handicap and started on the scratch—Biette first, Mackay second. Time, 15.05 4-5.

Half-mile without hands (medal and badge)—H. Williams, Woodstock; A. T. Miller, Simcoe. Williams won in 2.03.

Fancy riding (medals).—There was practically no competitor against C. E. Richardson, of Ham-

ilton, who gave a very clever exhibition, performing some astonishing feats.

Two-mile championship of Oxford (silver cup)—Martin, Mackay and Biette, all of Woodstock. These three made a good race of it, Mackay winning in 17.12, a few yards ahead of Biette.

Five-mile championship of Ontario, open (gold medal)—Clarke, 1st; S. Mackay, 2nd. Time, 18.02 3-5.

Over 3500 people were assembled upon the grounds, and showed their appreciation of the racing by cheering vociferously, especially when the Woodstock flier, Clarke, beat Lavender in the one-mile race. In the evening, the Woodstock Amateur Minstrels gave a performance, during which the prizes were presented, the Simcoe Club winning a very handsome banner for the largest representation outside of Woodstock.

BELLEVILLE RACES.

The Ramblers' Wheel Club of Belleville, who have been very enterprising and successful since their organization, held their second annual tournament on May 25th, the following being the result of the racing:

Green race, one mile—Foster won in 3.42¹/₂.

The O'Donoghue pitcher and cup, mile handicap (bicycle race)—Cooper won in 3.30.

Club championship bicycle race, one-half mile—Won by George Davis in 1.23⁷/₈.

Obstacle race (bicycle), one mile—M. F. Johnston, Toronto, first; F. Foster, second. Time, 7.00.

Two-mile dash, bicycle race, free for all—Cooper won in 7.01¹/₂.

Fancy riding (bicycle)—F. Foster won.

Strangers' race (bicycle), one-half mile—Won by Smith, Napanee.

Consolation race (bicycle), one-half mile—W. Northcott won.

NEWCASTLE RACES.

The sports held at Newcastle on the 25th May were very largely attended. The track over which the bicycle races were held was in bad condition, and as six laps were required to complete a mile, a good time could not be expected. The first event was the one-mile race, open to members of the local club only. There were four starters, A. Kent finishing first. The one-mile race (open) was taken by H. P. Davies, of the Rotas Club, Toronto, F. J. Campbell, of the Torontos, arriving home second. There were seven entries. Foster, of the Wanderers, and Campbell each took a tumble shortly after the contest had opened. Davies' time was four minutes. The combination race had four entries. H. Ryrie was first, and A. Kent second. There were four entries for the half-mile hurdle race. In this event A. Kent came out first and P. Doolittle second. There were seven starters in the five-mile (open) handicap. F. J. Campbell, of the Torontos (100 yards), won, with H. P. Davies, of the Rotas (scratch), second, and F. Foster, of the Wanderers (100 yards), third. The Torontos won the silver bugle offered to the club represented at the Newcastle meeting by the largest number of members. The Torontos had twenty-one members present. The Rotas appeared in a light-brown uniform, and wearing a peaked cap. The costume was generally admired.

With the Clubs.

THE CARLETON PLACE BICYCLE CLUB.

The annual meeting of the Carleton Place Bicycle Club on Thursday, May 14th, was well attended. The following officers were elected for the current year: President, W. H. Munro; Secretary-Treas., A. T. Taylor; Captain, G. W. Brown; Lieutenant, W. H. Allen; Committee, J. D. Taylor, W. S. Grey and James Peden. The members decided to adopt the name of the "Beaver Bicycle Club." There was a full turnout on Thursday evening, 21st, when the Beavers had their first run this season.

ST. THOMAS BICYCLE CLUB.

The annual meeting of the St. Thomas Bicycle Club was held on Wednesday evening, May 6th. There was a large attendance of members, and much enthusiasm was manifested. Messrs. C. H. Hepinstall, captain, and H. Scott, secretary-treasurer, would not consent to re-election; and after expressions of regret at their determination, the club elected its officers for the ensuing year as follows: J. J. Teetzel, captain; C. E. Lindop, sub-captain; H. J. Broderick, secretary-treasurer.

The uniform of the club was changed, light-colored knickerbockers being substituted for dark ones. It was decided that the club should join the Canadian Wheelmen's Association, and also that THE CANADIAN WHEELMAN, the organ of the Association, be supplied to each member of the club. Weekly runs will be held on each Friday evening. The club is now composed of Messrs. Hepinstall, Scott, Teetzel, Lindop, Waddell, Egan, Brierley, Coyne, Bradshaw, Broderick, Stewart, Howell, Weldon, Paulin, Caskey, Heal, Martin, Davis, Stewart, Dance and Doyle. It is expected that this number will be largely increased in a few weeks, as there are a number of riders in the city who are not yet connected with the club.

Racing Notes.

Prince and Morgan are faring well in Charlotte, N.C. On May 25th, Prince, after a four mile race against four separate trotting horses, defeating them, beat his world's record, making a mile and four yards in the unprecedented time of two minutes and thirty-five and a-half seconds. Their races were attended by 1500 people, and they had several other engagements in the same place.

At Leicester, March 28th, the race for the twenty miles bicycle championship of England took place on the Belgrave Road Grounds. The day was everything that could be desired, and the entries being numerous, a fair crowd of people paid for admission. There were fourteen entries, as follows: DeCivry, Paris; Duncan, Montpellier; Cleminson, Newcastle; Birt, Northampton; Grose, Northampton; Parkes, Newcastle; E. Miller, Newcastle; A. Hawker, Leicester; T. Battensby, Newcastle; Knowles, Beauvais; J. W. Lamb, Newcastle; A. G. Newton, Wolverhampton; Howell, Coventry, and Lees, Lei-

cester. Of these, Parkes, Miller, Knowles and Lamb did not start, thus reducing the number to ten. The race for the first fifteen miles was anything but fast, and devoid of interest, with the exception of a spurt occasionally. Towards the close, however, a most interesting struggle between Lees and Howell was witnessed. The Coventry rider held the lead, but Lees, who rode on the outside position, pursued his opponent with great gameness, and gradually creeping up in the last few yards, the pair reached the post together, the judge being unable to separate them. Duncan was a good third, about four yards behind, but the positions of the remainder of the riders could not be ascertained, owing to the crowd breaking in at the finish.

DR. SARGENT ON "CLOTHING."

"The Best Clothing for Health and Cleanliness" was the subject of Dr. Dudley A. Sargent's lecture at the Boston Y. M. C. Union recently. With most persons, the lecturer said, clothing is more a matter of display, the relation of the garment to health being considered last of all. The primary object of a perfect dress is to protect the body at all points, and to provide a proper ventilation. The idea that we wear clothing to keep the cold out is erroneous, the real object being to keep the warmth in.

The temperature of the body averages from 90° to 99°. It is very necessary to keep the body at this normal temperature, and clothing should be worn with that object in view.—Woollen is considered the best for winter clothing, as it best retains the heat. The warmest materials are always the most porous, and consequently allow the greatest evaporation. In this respect flannel, as compared to linen, is as 100 to 58.

The doctor then referred to the best materials for clothing. There are some objections to flannels or heavy woollens. When moisture is long retained in woollen garments it forms a solid substance, which in itself is very irritating to the skin. Flannels are oftentimes objectionable, owing largely to our artificial mode of living, being conducive of colds and ill health by enfeebling the condition of the skin. In such cases the wearing of merino or cotton in winter is recommended, and the network gauze in summer next to the skin, supplying the deficiencies with extra outer garments when exposed to the colder air. The speaker said that he himself wore the same kind of clothing throughout the year, and suffered no inconvenience.

Cotton nightshirts should be worn by persons who wear woollens during the day, in order that the skin may have a chance to recover from the irritating influences of the woollens. A very light and well-ventilated covering should be worn on the head. The hair is really sufficient protection. Baldness is chiefly caused by closely-fitting hats. Helmet-shaped hats are the best, as they protect the back of the neck. The neck should be well protected, but not bundled up closely, as circulation is prevented, and this acts directly upon the brain. Most people wear too much about the trunk of the body. The temperature is there the highest, and less clothing is needed than on the limbs. There is nothing worse for a man than to wear a tight belt

around his waist; but if the belt is worn around the hips below the waist it will do no harm. The weight of the lower clothing should be supported by the hips instead of the shoulders.—Closely-fitting garments should be avoided on all portions of the body. The compressing effect which clothing has on the body is shown by the fact that the average man, when dressed, can inspire 130 cubic inches, but while undressed he can inspire 190 inches.

A WONDERFUL INVENTION.

We had the pleasure of inspecting, this week, a new and wonderful invention in the shape of a steam bicycle. A reciprocating engine is attached to the "Star" bicycle on the bar, which connects the handle with the small wheel in front. Benzine is used for heating purposes, and steam can be got up in a few moments. At the present time the supply of the fuel and water has to be replenished every hour, but with anticipated improvements supplies enough for several hours will be provided for. Ninety pounds of steam can be carried, but the machine can be run with twenty pounds. The machine averages about five minutes a mile over an ordinary road. The pedals can be used in conjunction with the steam power whenever necessary, and the speed will be increased accordingly. When the steam power is only used the pedals are brought into requisition for foot-rests. By the unscrewing of two bolts the entire machine can be taken off and there remains the ordinary "Star" bicycle in its entirety. Possibly the reader has pictured a machine which is both awkward and cumbersome, so he will be all the more surprised when he learns that everything connected with the steam part of the bicycle, the boiler, water-tank, engine, benzine tank and all the appliances, weigh only eighteen pounds. The engine is furnished with quarter horse-power. The machine has reached the present state of perfection only after four years of continuous study and experimenting, by the inventor, Mr. L. D. Copeland, of Phoenix, Arizona. At the request of several wheelmen, Mr. Copeland gave an exhibition with the machine at the Mechanics' Pavilion last Sunday. The few gentlemen who were fortunate enough to be present were unanimous in the praise of the invention. The ingenuity of the contrivance is a matter of astonishment to those of a mechanical turn of mind. Mr. Copeland has patented the invention, and is negotiating with large bicycle firms of the East for the purpose of entering into some engagement for the manufacture of the steam bicycle. As a great many people are desirous of examining the machine, Mr. Copeland will no doubt engage a hall where all interested will have an opportunity to see the machine at work.—*Breeder and Sportsman.*

He was a tricyclist. One day he started on a ride to Ripley, determined not to dismount all the way. He was stone deaf. Some bad boys knew of this affliction, and tied a tin pot to his tricycle. All through Merton, Kingston and Esler, the people looked at him and laughed. He couldn't make out what for, and felt very hurt. When he dismounted at the "Anchor" and looked around, he spoke words.—*Wheeling.*

Wheel Tracks.

The L. A. W. has appointed a Touring Committee.

Sanders Sellers will race again, but only to retain his hold on the challenge cups at present in his possession.

The latest additions to THE WHEELMAN collection of cycling portraits are the photographs of C. F. Lavender, John S. Prince and W. J. Morgan.

Charles Frazier, the well-known racer, has joined the professional ranks. America's field of professional cyclers will soon be as large as that of England.

L. D. Copeland with his steam bicycle is giving exhibitions at various skating rinks along with Fred. S. Rollinson, who gives his laughable act, "The Dude Learning to Ride." They seem to draw large and appreciative audiences.

The craze for tandems is accounted for by the *Cycling Times* as follows: "A young lady was heard to say that why she liked riding in front of the 'tandem' so awfully was because she always had the gentlemen *after* her then."

The report which is being circulated to the effect that Thomas Stevens has abandoned his trip around the world is not true. He gave up his trip in New York under his old management, but resumed it again under the auspices of *Outing*.

A young man went to the bicycle school to learn to ride. After an hour's amusement (!) he went to the office, to pay, and the clerk inquired: "How long have you been on the floor?" "Fifty-five minutes." "Then you have another five minutes to make up an hour." "No, I was on the bicycle the other five."

A sad accident happened in Ireland recently. Mr. St. Geo. Matthews, manager of the Waterford branch of the National Bank, was riding at a high speed in the suburbs of Waterford, when his wheel came into collision with a dog, and he was thrown over the bar upon his head, falling with such force as to break his neck.

Commencing with its issue of May 2nd, *The Mirror of American Sports* is enlarged to 28 pages, making one of the best papers of its class in America. Its appearance is much improved by the addition of a neat cover, and it is, as claimed, "a journal of reputable pastimes," giving a very complete column of cycling news every week.

Cycling seems to have more attractions for the clergy than any other sport. We have yet to record the first attack of the clergy against cyclists in any form whatever, while many ministers of every denomination are riders of the wheel, thus giving the strongest proof possible of their belief in its health-giving properties and the standing of its supporters.—*Cyclist and Athlete*.

Westbrook and Hacker, the champion double-fancy acrobatic riders, who have been giving exhibitions in Western Ontario, after a successful trip west, favored London with a visit on May 15th and 16th. Fred. Westbrook has im-

proved wonderfully during the last year, and Hacker's one-wheel riding is marvellous, as he does all the feats that are attempted by the finest fancy riders in America.

"To ride, or not to ride, that is the question:

And, by bicycling, leave them?—to mount, to ride—

Whether 'tis nobler in the man to suffer

The pains and bothers of pedestrian travel,

Or to take wheel against the scourge of horses.

Ay, more,—and, by a ride, to find we end

The headache, and the thousand natural ills

That flesh is heir to. 'Tis a recreation

Devoutly to be wished."

Ernest and Walter Kidout, members of the Bay City Wheelmen of San Francisco, Cal., recently had a trying experience on a trip to the Yosemite. They had to swim three streams between Davisville and Sacramento, and were caught in a snowstorm in the mountains on the 19th, and were almost frozen to death. They were glad to strike the train at Stockton on the home trip, as their machines were somewhat disabled. The entire distance covered was three hundred and sixty-nine miles.

As far as yet, the first legal decision in Illinois as to the equal rights of wheelmen on the streets and public highways has just been rendered at Springfield, Ill. It appears that a few days ago Mr. Barnes, a cyclist of that city, was quietly wheeling his way through the streets, when a team of skittish horses belonging to a farmer named Steelman took fright, broke from their hitching post and ran away, smashing the wagon and crippling one of the horses. Steelman brought suit against Barnes for \$100 damages, and the case was tried by a jury, who returned a verdict for defendant, greatly to the gratification of Mr. Barnes and his brother wheelmen. Something like 200 cases of a similar character have been tried in the United States, and all have had a similar result. Gradually the wheel is winning its way to complete popular favor, and the time is not far distant when every invidious and unjust discrimination against it will have succumbed to public sentiment, and cyclists' rights and privileges will no longer be the subject of lawsuits.

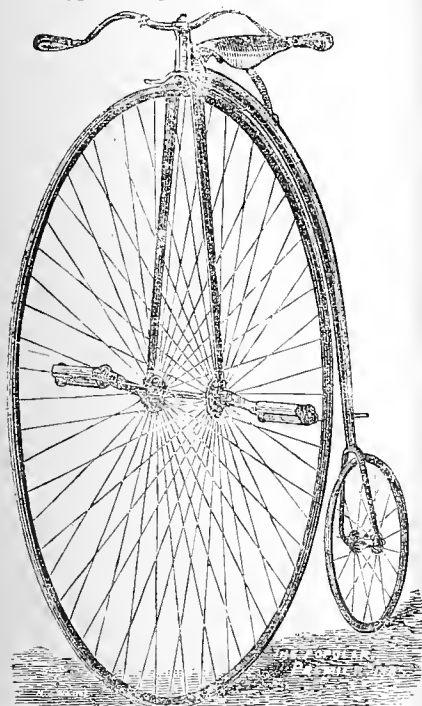
He was a singular model Kentish youth, and he rode the rollicking bi. His friendship with his spiritual adviser was warm—very, and after a time the reverend was induced to join the club which the model loved. Praying and riding alternately, with not too much of the former, and just enough, etc., their friendship fast increased. But the model was soon to be dashed into the dark realms of the lost! One Sunday morning, with a zeal worthy nobler aims, he by some means handed to the reverend his monthly list of club fixtures instead of the usual chapel notices of tea-fights, &c., as was his custom. When the man of truth and goodness announced in awful tones that "the dearly-beloved would 'scorch' to the 'Pig and Whistle' next Lord's day, at 10 a.m.," that model retired to the vestry on all fours, and the brethren turned blue to a man. They don't speak now! —*Wheeling*.

HOW A BICYCLER CROSSES STREAMS IN THE WESTERN WILDS

From Battle Mountain my route leads across a low alkali bottom, through which dozens of small streams are flowing to the Humboldt. Many of them are narrow enough to be jumped, but not with a bicycle on one's shoulder, for under such conditions there is always a disagreeable uncertainty that one may disastrously alight before he gets ready. But I am getting tired of partially undressing to ford streams that are little more than ditches, every little way, and so hit upon the novel plan of using the machine for a vaulting-pole. Reaching it out into the centre of the stream, I place one hand on the head and the other on the saddle and vault over, retaining my hold as I alight on the opposite shore. I pull it out after me, and the thing is done. There is no telling to what uses this two-wheeled "creature" could be put in case of necessity. Certainly, the inventor never expected it to be used for a vaulting-pole in leaping across streams. Twenty-five miles east of Battle Mountain the valley of the Humboldt widens into a plain of some size, through which the river meanders with many a horseshoe curve, and maps out the pot-holes and hangers of our childhood days in mazy profusion. Amidst these innumerable curves and counter-curves, clumps of willows and tall blue joint reeds grow thickly, and afford shelter to thousands of pelicans, who here make their homes far from the disturbing presence of man. All unconscious of impending difficulties, I follow the wagon trail leading through this valley until I find myself standing on the edge of the river, ruefully looking around for some avenue by which I can proceed on my way. I am in the bend of a horseshoe curve, and the only way to get out is to retrace my footsteps for several miles, which disagreeable performance I naturally feel somewhat opposed to doing.—Casting about me, I discover a couple of old fence-posts that have floated down from the Be-o-wa-we settlement above and lodged against the bank. I determine to try and utilize them in getting the machine across the river, which is not over thirty yards wide at this point.—Swimming across with my clothes first, I tie the bicycle to the fence-posts, which barely keep it from sinking, and manage to navigate it successfully across. The village of Be-o-wa-we is full of cowboys who are preparing for the annual spring round-up. Whites, Indians and Mexicans compose the motley crowd. They look a wild lot with their bear-skin *chapareros* and semi-civilized trappings, galloping to and fro in and about the village. "I can't spare the time, or I would," is my slightly untruthful answer to an invitation to stop over for the day and have some fun. Briefly told, this latter, with the cowboy, consists in getting hilariously drunk, and then turning his "pop" loose at anything that happens to strike his whiskey-bedecked fancy as presenting a fitting target. Now a bicycle, above all things, would intrude itself upon the notice of a cowboy on a "tear" as a peculiar and conspicuous object, especially if it had a man on it: so, after taking a "smile" with them for good-fellowship, and showing them the *modus operandi* of riding the wheel, I push on up the valley.—THOS. STEVENS, in *Outing* for May.


A. T. LANE, - Montreal.

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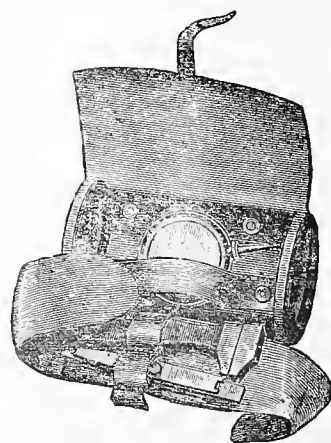
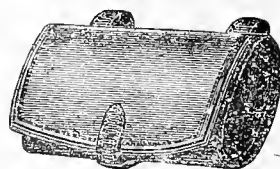
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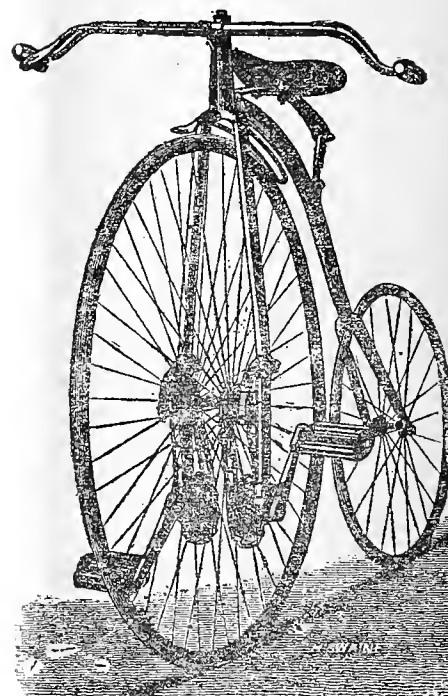
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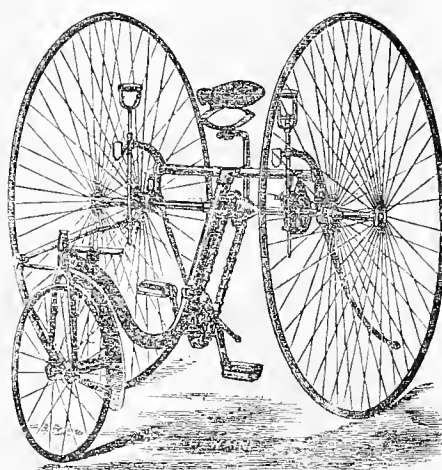
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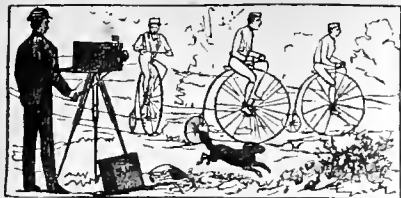
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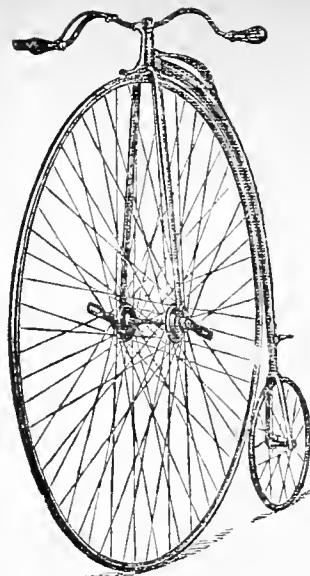
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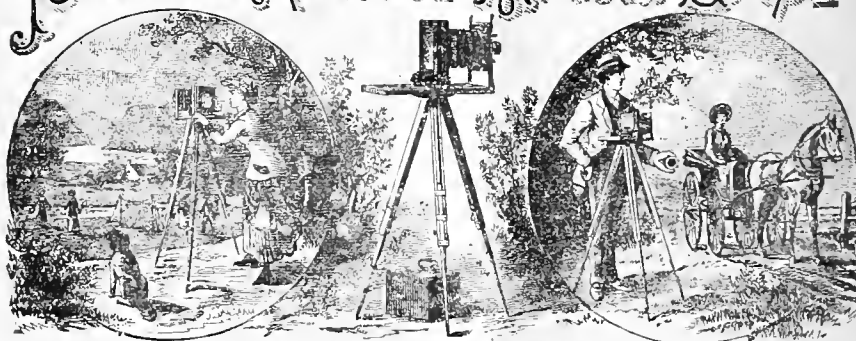
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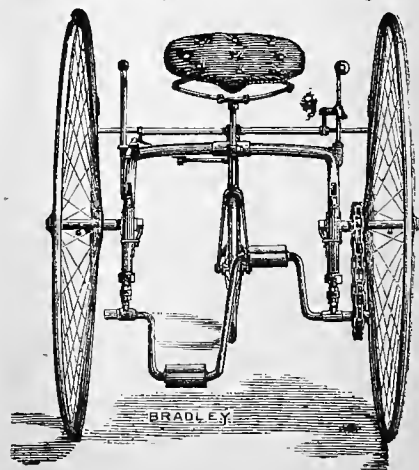
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TRICYCLES

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SEND FOR 1885 CATALOGUE.





A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. II.


LONDON, CANADA, JUNE 15, 1885..

No. 10.

Victor Bicycles & Tricycles

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“VICTOR”



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COMPRESSED TIRES, which cannot
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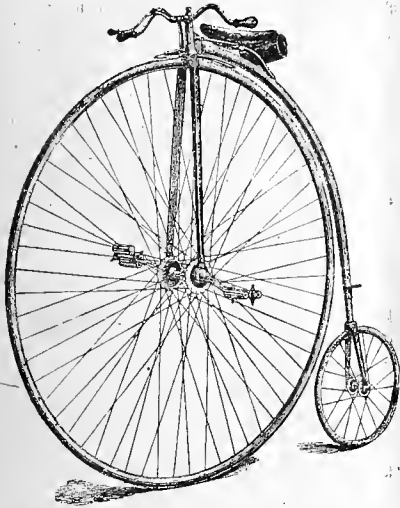
OVERMAN WHEEL COMPANY,

179 TREMONT ST., BOSTON, MASS., U.S.A.

CHAS. ROBINSON & CO.'S Cycling Advertiser.

22 CHURCH ST., TORONTO.

JUNE 15, 1885.



THE RUDGE LIGHT ROADSTER

Is becoming more and more of a favorite. We have had the satisfaction of running short recently of several of the common sizes, although we thought we had laid in a stock sufficient to last through the spring. By last week's English mail we duplicated orders for six cases more, which will be here in good time; and the most pleasing feature of their sale, beyond the receipt of cheques, is the fact that their owners, in nearly every case, have, of their own volition, written us that they were delighted with their purchases. In fact, the happiness that we are spreading over this Canada of ours has a retroactive effect, and makes us to bubble up with the same good feeling. We might remark that we are prepared to spread still more joy and felicity. Terms cash.

A STRANGE CUSTOMER.

Among the many odd customers that drop in on us, by far the oddest and strangest put in an appearance the other day. Old age had silvered his locks and twisted his joints and rheumatized his bones, while his dust-covered and sun-faded clothes indicated a long journey. We gave the poor old veteran a cane-seated chair, and while he coaxed back his breath we eyed him curiously. It suddenly dawned upon our 40x10 intellects that we were in the presence of no less a personage than Old Father Time. Slowly and deliberately he laid down his scythe and sand-glass, and, in a voice that squeaked painfully, asked: "How much will you give for this truck in dicker for one of your new tangent-spoked, ball-bearinged Rudges?" Our astonishment made us speechless. "You see," he continued, "I've been a trudging along on my own account for some few hundred centuries, and now find that if I don't get some new method of locomotion I'll get way behind. In fact, I had to work with all my strength to get the old year to balance up evenly last December, so I thought that perhaps we could come to terms for a trade." To make the story short, we sold the old gentleman a 56-inch enamelled Light Roadster, and will sell his scythe and hand-glass, as good as the day he got them in Eden, for \$6.00, C.O.D. We saw him a week after wheeling through space at a terrific rate. Strange to say, he looked thoroughly rejuvenated, and was actually whistling a bar of "For I'm a Jolly Good Fellow," as he shouted down to us that he was two weeks ahead of time, and was going to make a record if possible for a hundred-mile stretch on his wheel.



THE RUDGE SAFETY.

As we anticipated, this little wheel makes a sensation wherever it is seen. Our first shipment was speedily sold, and only two or three are left of the second, and in all probability they will be disposed of before this sees itself in type. However, we will keep ordering, and do our best to meet the demand. By cabling orders we save valuable time and have our orders filled within a month, if not less.

THE BEST-LAID PLANS, ETC.

A certain young man of Guelph
Sought to gain fame for himself,
By standing upright
On a fifty inch bike,
But now he's laid on the shoulph.

BEHIND THE TIME.

A Nickel-Plated Spoke was out strolling the other day on Wellington Street, when it met an Enamelled Backbone. Mrs. Spoke swept by with an unmistakable air of pride, as her silver dress shimmered in the sunshine, and remarked in an undertone to a Hollow Fork walking at her side that it was astonishing how people could bear to wear black. The Enamelled Backbone, turning around, retorted that black dresses were again in the fashion, and advised Mrs. Spoke to keep up with the times and the fashion. It opened Mrs. Spoke's eyes, and, enquiring at our shop on Church Street, she found she was indeed old-fashioned, and immediately gave us directions to take her measure for an enamelled dress, striped with blue.

TRICYCLING.

We are having quite a boom this Spring in this branch of cycling, and have disposed of quite a number of the new Rudge Tandem Tricycles, which, from personal testing and use, we think are the best adapted to our Canadian roads. It is compact in shape, thus concentrating the propelling power, and the ease with which it can be altered into a single machine renders it still more valuable. Probably by the time this month's WHEELMAN comes out, a Tricycle Club, with a membership of both ladies and gentlemen, will be formed in Toronto (the first in Canada), and its club runs will render tricycling still more popular.

OUR CATALOGUES.—We will be pleased to send our new illustrated and poetic catalogue, as well as our sporting goods and clothing catalogue, to any address on receipt of a three-cent stamp.



THE RUDGE RACER ON THE QUEEN'S BIRTHDAY.

A SPLENDID RECORD.

Monday, the 25th of May, was a red-letter day in the history of the Rudge Racer in Canada. Four races were won on it at Woodstock, and three at Newcastle. At Woodstock, Clarke, in the great one-mile race, rode a Rudge Racer, beating Lavender on an Invincible. Clarke also won the five-mile Ontario Championship race. Biette won the three-mile record race and the four-mile handicap at Woodstock, on his Rudge. At Newcastle, Kent, on a 54-inch Rudge Racer, won the one-mile club race and the hurdle race. We might add that Howell won the twenty-miles championship at Belgrave, England, recently, on a 58-inch Rudge Racer.

PERSONAL.

When in town, drop in and see our establishment, even if you do not leave more than a hundred dollars on the counter. You will be made perfectly welcome, and a cane-seated chair placed at your disposal. Next month we will illustrate a number of new novelties, such as Lamps, Cyclometers, Bells, etc.

RACERS FOR RENT.

If unsold, we will rent the 52-inch and 54-inch Rudge Racers (mentioned in the Bargain List) to responsible parties. Terms upon application.

A BUDGET OF BARGAINS.

NO. 1.—A 52-INCH RUDGE RACER, IN PERFECT running order, weight on y 22 lbs., Machine good as new. The first man who telegraphs "Send it C.O.D., \$95," can have it. This is a silver-plated, gilt-edged bargain.

NO. 2.—A 54-INCH RUDGE RACER, JUST AS GOOD as the No. 1, imported from England this spring. Good as new; in fact, better than new for having been "broken in." \$95 C.O.D., f.o.b. in Toronto.

NO. 3.—A 54-INCH FULL-PLATED STAR, COMPLETE with ball-bearings and all the extras and improvements that can be attached to it. Good as the day it came from the New Jersey shop. Cost new, \$170. \$146 takes it.

NO. 4.—A 52-INCH FULL-PLATED SANSPARIEL, complete with ball-bearings and pedals. A little beauty. Cost new, \$131. In first-class condition, \$100.

NO. 5.—A 54-INCH FULL-PLATED BRITISH CHALLENGE, with ball-bearings, etc., good as new. Cost new, \$130. \$95 cash. (These are only sample bargains. We have fifty second-hand wheels to choose from.)

NO. 6.—THE DURYEA SADDLE AND SPRING COMBINED, new pattern, sent C.O.D. for only \$4. Price reduced from \$5. Are selling heaps of them.

NO. 7.—A NEW RUDGE SAFETY, COMPLETE WITH ball-bearings and pedals and foot-rests, for \$110. C.O.D.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - - \$1.00

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All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JUNE 15, 1885.

During the months of May, June, July and August, THE WHEELMAN will be published twice a month, viz., on the 15th and 30th of each month. Advertisers and correspondents will therefore please note, and furnish any matter in due time.

THE MEET.

Before another issue of THE WHEELMAN greets its readers, the C.W.A. meet of 1885 will be a thing of the past—it will have taken its place in history beside the two first meets of the Association, and will be, we have no fears, enshrined in the memories of all who were at it as the greatest success of the three. There is at present no reason to fear any other result. The ranks of the Association were never so well filled as they are to-day, nor were there ever officers in charge of it who had the interests of the wheelmen of Canada more at heart than the men who are now guiding the destinies of the Association. The town of Woodstock is admirably situated so far as convenience of reaching and leaving it, and proximity to the towns in which wheeling has secured its strongest following, are concerned. A splendid track will be offered to the flyers, and if the day be calm the Canadian records will be smashed to atoms.

As an evidence of the spirit in which clubs are preparing for the meet, and of the quality of the sport which may be expected, it might be mentioned that the Montreal Club's representatives will be in Woodstock a week before the meet to go into training upon the magnificent track of the Woodstock Association. The celebrated tricyclist, E. P. Burnham, of Newton, Mass., has signified his intention of being present, and there is little doubt that a large representation of the leading riders in the States will be on hand to compete in the open events, for which very handsome prizes are offered. If they do, Ross, Lavender and Clarke will have to be on their metal to uphold the honor of Canada; but no one is afraid that these three will allow the wheels of their Vankee friends to cross the line ahead of theirs.

With the prospect of such excellent sport, and the certainty of meeting hundreds of congenial companions, there should be sufficient inducement in Woodstock on July 1st to cause such a meeting of cyclists as Canada has never yet seen.

It should be the ambition of every member of the Association to make the meet of '85 a grand success. Let them go the meet and they will see the reason why. They will know that nothing tends so much to raise bicycling in popular estimation as the existence of a strong representative Association; they will appreciate as they have never done before the benefits of membership in such an Association; and they will feel that they never before knew what a splendid sport and exercise cycling is, nor what a strong-limbed, strong-bodied, strong-headed set of men are the disciples of the roving wheel.

Canadians who do not attend the third annual meet at Woodstock this year are going to miss a grand treat, and in more ways than one.—Canada can now boast of a splendid set of flyers, and the bursts of speed that will be seen among a field of probably six or seven contestants in the one and five mile championships of Canada will be well worth witnessing, while the races open to the racers from the United States will give us an idea as to how our men will be able to cope with our friends from over the border. Already a number of U.S. flyers have entered for some of the races. The arrangements being made by the Woodstock Club are rapidly nearing completion, and it may be safely said that the third annual meet is going to fairly eclipse all previous ones.

July will be a most noteworthy month in the cycling calendar for 1885, inasmuch as there will occur three of the greatest incentives to cycling that have ever taken place in America—in the C.W.A. meet, the L.A.W. meet, and the Big Four Tour. At the Canadian and American meets, which follow each other so closely, making it quite easy for every one to attend both, racing, which will always be indulged in as long as cycling lasts, will predominate and receive its due attention, while the Big Four Tour will do full justice to that ever-increasing branch of cycling, touring, the healthiest, most instructing, and most beneficial use to which a wheel can be put. And one thing which will reign supreme, and be promoted at all three events, is good fellowship, a gift of nature which nearly all cyclists seem to possess.

The following is said to have been extracted from the by-laws of the Maryland Bicycle Club: "Any member riding side-paths during the parade, or running ahead of the captain, or refusing to obey orders, will be fined \$1; sassing the captain, \$2 for every offence; guying the first lieutenant, 25 cents; kidding the second lieutenant, 10 cents, or three for a quarter. Any member, by paying five dollars in advance, would be entitled to the above and other usual privileges of an ordinary club run." Thirty-three members paid the advance money, and now figure that they made a net saving of \$173.

EDITORIAL NOTES.

Our esteemed friends, the Baird Bros., of *The Cyclist & Athlete*, must be very sanctimonious. Their office was formerly on Church Street, now it is in Trinity Place.

Of course you are going to Woodstock. Why should we ask such a question? But don't forget to go to Buffalo on the 2nd and 3rd and see our American cousins.

All wheelmen between Cobourg and Kingston should keep themselves and their friends posted as to the Century Road Race of the Big Four Tour, which takes place on Friday, July 10th. It is going to be well worth witnessing.

In another column will be seen an invitation to Canadians to compete in the Century Road Race of the Big Four Tour from Cobourg to Kingston. As Manager Ayers says, "I do not want to see the Canadians crowded out," so say we all. Surely we have some road riders who are able to stay with the best men in the country on an unusually fine road. There ought to be four or five Canadian riders enter for the race.

FIRST OF JULY NOTES.

A special train will leave Woodstock at midnight on July 1st, after the C.W.A. tournament, for Buffalo, with sleepers and baggage cars for the special use of wheelmen who intend taking in the L.A.W. meet.

E. P. Burnham, of Newton, Mass., America's champion tricyclist, has announced his intention of competing at Woodstock on July 1st.

Burley B. Ayers, of Chicago, will act as referee, and Leland O. Howard, President of the Capitol Bicycle Club, Washington, D.C., with Will C. Moroni, editor of the *Western Cyclist*, will be among the judges at the third annual meet of the C.W.A.

The following are the open events on the C.W.A. programme of races which should attract the fliers from the United States: Five mile, open to the world—1st prize, gold watch, value \$125; 2nd, silver medal, value \$20. One mile, open to America—1st prize, silver stopwatch, value \$45; 2nd, gold chain, value \$20. Ten-mile, open to America—1st prize, silver tilting water pitcher, value \$65; 2nd, silver cup, value \$20.

The Woodstock Club are preparing to give their cycling friends a royal welcome on the 1st of July, and they are quite equal to the occasion.

A CATASTROPHE.

Only a cyclist gigantic,
Astride of a sixty-inch wheel,
Eyeing sideways a maiden romantic,
As he drives on his swift steed of steel.

Only a poor little tabby,
Slinking slyly across the smooth street,
Her mottled fur dusty and shabby,
Out she starts from beneath the girl's feet.

Only a sky-rocket header,
While the maiden just stands still and stares;
A poor feline who couldn't be deader,
And a whooping old bill for repairs!

The Wanderers have withdrawn their resignation from the C.W.A.

With the Clubs.

MONTREAL NOTES.

The present season does not seem to show any falling off in wheeling interest from that shown last year. The club rides are well attended, and a number of new faces are to be noticed at the musters.

Bugler Crispo is getting in good shape for Woodstock; the dulcet tones of his instrument afford much "pleasure" to the families residing in the vicinity of the club-house.

Billy Ross and Bunny Low are getting into train for Dominion Day; the former needs a good deal of work; the latter has improved considerably on his last year's form, and held the five-mile champion well in hand in the three-mile handicap at the M.A.A.A. Spring games on the 6th inst. He received an allowance of 20 seconds from the committee, but did not appear to require it, as Ross hardly gained on him.

Theo. Gnaedinger is improving, but is not yet able to class with the above couple.

The new Montreal cap and badge are a great improvement on the old style. The cap is much the same as the Boston club's, only blue; the badge is similar to the winged wheel of the M.A.A.A., only the wheel has bicycle spokes with the word "Montreal" and the date of organization, "1878," on a scroll underneath.

There was quite a lively time at the meeting called to select a design for the new badge, the one ultimately chosen being by long odds the prettiest of the batch.

Capt. McCaw took the boys round the Island Queen's Birthday, making a 95-mile trip, which lasted from Saturday till Monday. The crowd had a great time down at Bout de l'île on Saturday night, but had to pay the piper in the morning as the result of several dislocated pillows, &c.

Several of the club are going to attempt to ride to St. Johns and back on Wednesday, 10th inst.; betting is about 4 to 1 they don't succeed, as the roads are very bad.

The Kangaroo is taking a firm hold in Montreal, there being already about 8 or 10 machines of that pattern in use here.

The new standard-bearer, Trenholme Bishop, received his initiation on Saturday, and it was noticed he did not appear to find his lot a happy one, as there was quite a breeze blowing, and he had to devote one hand to the colors all the time.

Sandy McCaw, the new captain, presents quite a gorgeous picture at the head of the club, on the occasions of full dress parades, with yellow badge, crowns, whistle, braid, and hair to match.

The veteran Tommy Lane's eldest hopeful is getting quite a rider; he has mastered several difficult mounts, &c., already, and will no doubt ultimately bud out as a second Georgie Nash. The new president of the Montreal Club, Professor C. H. McLeod, of McGill University, is quite an enthusiastic bicyclist, and presides at the club meetings with much dignity.

Our old friend, Horace Tibbs, the founder of the club, is a veritable Phoenix, inasmuch as in declining the position of president for the ensuing year, he proposed the election of the present incumbent, which has proved probably the best thing that could have been done in the club's interest.

N. WISEHEAD.

TO THE WHEELMEN OF THE UNITED STATES.

The following invitation to our American brethren is extracted from the C. W. A. programme of races just issued:

In view of the fact that the annual meets of the L. A. W. and C. W. A. come upon days so close to each other, and occur in cities so easily accessible to each other as Buffalo and Woodstock, the committee who have in charge the conduct of the meet of the latter organization have considered that it would not be out of place for them to extend to the Wheelmen of the United States something more than a general invitation to be present at this race meet.

Woodstock is a lively little town of some eight thousand inhabitants, situated in the centre of the great touring district of Western Ontario. It is amply provided with hotels for the accommodation of all. It possesses an Athletic Association, with which is affiliated a large and prosperous Bicycle Club, that has made itself famous by the enterprise it displays in the conducting of gatherings of this kind. It is situated upon the main line of the G. W. R., and is on the high road for western wheelmen on their way to Buffalo; by coming twenty-four hours earlier they can stop off at Woodstock, take part in our celebration, and then join the large delegation of Canadian wheelmen who will leave on the morning of the 2nd for Buffalo.

The track is by far the best in Canada, and has few superiors in America. It is built of asphalt at a cost of over \$1100. It has been graded until it is perfectly level, and rolled smooth and hard. A certificate of its exactness has been obtained, and has been filed with the proper authorities. No better quarter mile track will be found on this continent.

On the 1st of July all our Canadian flyers will be on hand to contest for the Dominion championships, and it is our earnest desire that the open events, which have been made purposely to attract wheelmen from the United States, will be well filled by men who come from the land of the Star Spangled Banner.

Brethren of the L. A. W. and of the American Division of the C. T. C., we stand ready to extend to you the cordial hand of fellowship next First of July, if you will but accept our invitation.

—:—

THE BIG FOUR TOUR.

The following is the programme of the Big Four Tour while in Canada:

WEDNESDAY, JULY 8.—Steamer across Lake Ontario to Cobourg (Arlington House).

THURSDAY, JULY 9.—Leave Cobourg 9 A.M.; Wicklow, Colborne, Brighton (dinner), Trenton, Belleville (Defoe House).

FRIDAY, JULY 10.—Leave Belleville 9 A.M.; Shannonville, Milltown, Napance (dinner), Odessa, Westbrook, Cataraqui, Kingston (steamer to Rind Island), Thousand Islands.

SATURDAY, JULY 11.—Thousand Islands.

SUNDAY, JULY 12.—Thousand Islands.

MONDAY, JULY 13.—Leave Thousand Islands 4 P.M.

RACING TRACKS—HOW TO MAKE THEM.

We have received lately several letters asking for information on this subject. We will, therefore, endeavor to give our readers such information as we possess, in hopes that it may lead to the construction of more and better bicycle tracks. A path should be made as large as possible, and should be elliptical in form. It should not be more than five laps to the mile, and three or four will be found preferable. The curves should be broad and easy, and raised some six inches, though on sharp turns the outer edge should be from ten to thirty inches higher, according to the angle of inclination. The object of sloping the surface on the turns is that it may be always at right angles to the wheel when riding fast. In width, a good track should be from five to seven yards, and, if possible, a bit wider near the finish to avoid collisions. The pole or inner edge should be raised but slightly. To construct the path, a trench should be dug about three feet deep in the centre, shelving to about six inches at the sides. This track should be filled with rocks, broken bricks, clinkers, etc., to within six or eight inches of the intended surface, the object being to secure good drainage in wet weather. Over this must be laid three or four inches of coarse gravel, well beaten down. Above this should be laid finer gravel to a depth of about two inches, which must also be beaten. The finishing touches should be an inch of finely-sifted engine cinders or binding gravel, thoroughly watered and rolled hard and smooth. An attendant should always be on hand to keep the track in good condition, else it will soon get cut up and out of repair. As to the cost of such a track, it is impossible to estimate it with any degree of certainty, as the situation of the path, its nearness to the material to be used, etc., would vary in each case. It would, however, cost somewhere in the neighborhood of \$1000 for a four-lap track. The track should be measured according to the present L. A. W. and C. W. A. standard, eighteen inches from the pole. No fence should be on the inner edge, and no spectators allowed in the centre. It will be found best to have the finish some little distance from the middle of the track, that a good clear run may be had. If the track cuts up when ridden on it needs to be slightly dampened and rolled.

Coming Events.

JULY 1.—Annual Meeting and Races of the C. W. A. at Woodstock.

JULY 3 & 4.—Annual Meet of the L. A. W. at Buffalo, N.Y.

JULY 6.—Big Four Tour starts from Buffalo.

JULY 10.—Big Tour Century Road Race from Cobourg to Kingston.

AUGUST 1.—Clerical Wheelmen's Canadian Tour starts for Niagara Falls.

SEPT. 8, 9 & 10.—Annual Tournament of the Springfield (Mass.) Bicycle Club.

—:—

A leading bicycle firm are teaching a man with a wooden leg to ride the bicycle.

C. W. A. OFFICIAL ANNOUNCEMENTS.



Woodstock, June 8, 1885.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I beg to announce the appointment of the following as Consuls:

Tilsonburg.....Robert C. H. Wood.
Seaforth.....E. C. Coleman.

I have also appointed the following as C.W.A. Hotel Headquarters:

Woodstock.....O'Neill House.
Stratford.....Windsor Hotel.
Goderich.....British Exchange.
Palmerston.....Queen's Hotel.
Brantford.....Kirby House.
Guelph.....Wellington Hotel.
Kincairdine.....Royal Hotel.
Ingersoll.....Atlantic House.
Waterloo.....Huether's Hotel.
Mount Forest.....Coyne House.
Listowel.....Grand Central Hotel.

Yours, etc.,

W. A. KARN,

Pro C. C. Dist. No. 1.

CYCLISTS' TOURING CLUB.

THE INTERNATIONAL WHEELMEN'S ASSOCIATION, FOUNDED AUG. 5, 1878.

CANADIAN DIVISION:

Horace S. Tibbs, Chief Consul, 26 Union Ave., Montreal.

Dues for first year, \$1 in advance, or \$2.75, including silver badge. Annual dues after first year, 75c. Application blanks can be obtained by forwarding a stamped address envelope to the Canadian Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

R. N. Robins, accountant, High street, Sherbrooke, Q.

J. T. Gnaedinger, clerk, 94 St. Peter street, Montreal, Q.

W. Lawson Hogg, tailor, Belleville, Ont.

George C. Davis, clerk, Belleville, Ont.

Mrs. S. G. Retallack, Belleville, Ont.

If no objection is received by the Chief Consul within seven days after publication of this paper, the above will be considered provisionally elected.

UNIFORM.—The Richards Merchant Tailoring Co., Montreal, official tailors, will supply the popular uniform at the following prices:

Jacket, \$10; Breeches, \$4; Vest, \$3; Long Pants, if ordered separately, \$5.50; ditto, with other garments, \$5; or the cloth at \$3.50 per yard, double width. The whole suit, as above, requiring 4½ yards.

Our Racing Men.

GEORGE S. LOW.

The large number of wheelmen who attended the second annual C.W.A. meet at Toronto, in July, 1884, cannot fail to recall the extraordinary speed shown by George S. Low, one of Montreal's prominent flyers, in the two mile race open to the world.

Born in December, 1865, at the Aldershot Camp, Hampshire, England, Mr. Low is therefore nineteen years of age, and while being small in stature for a racer, still he has already placed himself in the front ranks by defeating some of our best men.

He commenced riding in the fall of 1882, and racing in Sept., 1883, in the Montreal Bicycle Club races, and won the second-class race open to those who never won a first prize from scratch.

On 6th October, at the Fall games of the Montreal Amateur Athletic Association, he obtained second place in the one mile bicycle race, W. G. Ross first. Two days later he took second place in a one mile in heats, held at the Montreal Driving Park, W. G. Ross being first.

In 1884, at the Spring games of the Montreal A.A.A., he won the one mile handicap in 3.29. Up to this time he had ridden a Roadster, weighing 45 lbs.

On 21st June he rode his first race on a Racer at the Spring race meeting of the Montreal Bicycle Club, and won the half mile in heats, winning two heats in succession, F. J. Campbell, of Toronto, being second; and in the one mile obtained second place, C. F. Lavender, Toronto, first.

On 1st July, at the championship meet of the C.W.A., he won the two mile open to the world in splendid style, defeating a "Star" rider who was regarded as a "black horse," and who at times had the race well in hand, and defeating F. J. Campbell for a second time.

On 3rd July, at the Toronto lacrosse sports, in the three miles he took second place, F. J. Campbell beating him by half a wheel. This was the last race he rode on a track in 1884.

On 26th July, at a handicap road race given by the Montreal Bicycle Club, from the clubhouse to Valois, a distance of fifteen miles, he got in fifth, starting scratch, fifteen minutes being the biggest handicap given, 15 starters, the time being 1h. 6m. 25s., he at the same time lowering the previous record by 3m. 25s.

On the 25th May, 1885, he won the one mile bicycle race held at the Shamrock's Spring games.

No doubt Mr. Low will be seen to better advantage than ever this year on the cinder path.

THE CANADIAN WHEELMAN.—The April number of our Kanuck contemporary reaches us. It comes with quite a new heading, which is a vast improvement on the one it had before. Its columns of matter, too, are improved in many ways, and it appears to be making good headway. We wish it success.—*Cyclist* (Cov., Eng.).

A United States flag, having in its centre a large figure 4, will be the standard of the Big Four Tour.

Racing Notes.

SPRINGFIELD.

The Spring meeting of the Springfield Club was held in Hampden Park, Decoration Day, May 30th, and the events were witnessed by about 1,200 people. A light rain and cloudy weather all the afternoon prevented the attendance which was expected. The track's surface was a little rough, and enough water fell to make it a trifle sticky. The event of the day was Hendee's ride, and when, late in the afternoon, he came on to the track, he was given a welcome such as Springfield usually gives to her favorite. He had proposed to run a mile, but was reluctant to start because of the slight shower and the uneven and moist surface of the track. It was finally arranged to run only the half mile. There was great regret at the finish that he had not completed the mile, for he was entirely fresh, and could undoubtedly have lowered the record. He was timed for thirty-nine seconds at the quarter pole and for 1.17 2-5s. for the half mile, thus breaking the record and beating the 1.18 1-5s. of Sanders Sellers, of England. Fred Brown and C. H. Miller, of Springfield, lowered the tandem-bicycle record to 3.09s. Brown won the mile safety-race, establishing these records: Quarter, 43 2-5s.; half, 1.37s.; three-quarters, 2.16s.; mile, 3.06 2-5s. C. B. Ripley, of Hartford, won the mile ride, and run in 4.35 1-5s. Andrew McGarrett, of Springfield, won the three-mile handicap in 9.36s. actual time, with Bidwell, Hartford, second; actual time, 9.29 3-4s.; Ives Meriden, third, the latter and McGarrett having had 9s. start. The two-mile novice race was won by Mitchell, New Britain, in 6.50s.; Jackson, of East Hartford, second. Hunter, Salem, won the one-mile race of the 3.10s. class, in 3.4 2-5s.; John Illston, England, 2nd, and Harrington, Salem, a poor third. Hunter also won the five-mile race of the 16.30s. class, in 16.38s.; Bidwell second, John Illston, third. Hunter showed great speed at the finish. C. H. Parsons, Springfield, had no opponent for the five-mile open race, and made the circuit three times alone.

The *Bicycling World* has made arrangements for a series of articles on fancy riding, illustrated with diagrams and cuts, and they will soon be published.

Over the hills singing gayly a song,
Speed wheeling tourists swiftly along,
Up the ascent, down the incline,
All of their wheels running straight in line,
Around the corner and past the lean,
Happy as wheelmen only can be.
Now in the sunshine, now in the shade,
Now through the woodland, now through the glade,
Now by a farm house, then up a hill,
Now passing by a stream and a mill,
Now by a graveyard old and forlorn,
Now by a field of tall waving corn,
Now through a village swiftly they fly,
Over a bridge standing hard by,
Now to the turnpike quickly they take,
Now passing by a cool summer lake,
Next comes a field of clover in bloom,
Filling the air with fragrant perfume,
And so they are greeted wherever they go
By hundreds of pleasures that others ne'er know.

THE BIG FOUR TOUR.

TO CANADIAN WHEELMEN.

In the forthcoming century road race of the Big Four Bicycle Tour Association, from Cobourg to Kingston, July 10th next, the Association would be glad to have a representation of the best Canadian roadsters, that the test may be made between American riders and those of Canada. The very best American roadsters are already entered for the race. Without doubt Canada can furnish their equals. The trophy of the race is a magnificent gold medal, valued at \$60, and is an appropriate souvenir of the event. The route comprises the last two days' tour of the Big Four in Canada. The tourists leave Cobourg on July 9th for Belleville; leave Belleville next day for Kingston, the racers leaving Cobourg at same time, just one day's stretch behind the tourists, who are timed to arrive at Kingston about half an hour ahead in order to form line in front of the entrance of the British American Hotel and witness the finish of the race. Refreshment points will be arranged at every five miles along the road, indicated by a purple flag over entrance. Time will be taken at each of these places. Convoys will be in waiting at entrances of large towns, to pilot through streets correctly, and also at Kingston. All Canadians know the road well, and what its quality is for fast riding. The century record is designed to be broken, and no doubt will be, and the winner of the Big Four medal will have something to be proud of. Entries confined to twelve, and must be made either with Abbott Bassett, chairman of the Century Committee, or with the manager of the tour in Canada. W. Kingsley Evans, London.

Illustrated descriptive circular of the Big Four Tour mailed free to any address, showing a two-weeks' bicycle tour under systematic and experienced management, the last of a series of three, of which the famous "Canada Tour" of 1883 was the first. The wheelmen of Chicago, Boston, Buffalo and New York comprise its management—four cities of size, from whence "Big Four" is derived.

An unpleasant reminiscence of the Queen's birthday celebration is that of some of the members of the Montreal Bicycle Club. On Saturday night, before they laid over at Bout de l'Isle, and the spirits of the younger members of the company being youthlike and somewhat high, during the night a pillow-fight was indulged in. One pillow was badly wrecked in the scuffle, and other slight damage was done, for which in the early morning the Montreal bicyclists offered to pay. The hotel-keeper had more lofty designs, however, and having first taken the precaution to lock up the bicyclists, approached, shot-gun in hand, with four assistants, and demanded the sum of \$4 each to pay, as he said, for damage and accommodation, alleging that the noise made by the young fellows was likely to have a grave effect on his future business prospects. Protesting against the injustice, they at length consented to pay \$3 each, and left the place without breakfast.—Legal proceedings are talked of.—*The Mail*.

Wm. W. Crane has succeeded to the editorship of the *Bicycle South*.

FROM A FEMININE POINT OF VIEW.

Your polite note, asking for a few observations from a feminine point of view, struck consternation to my heart at first, but, on second thoughts, it occurred to me that it might not be wasted energy if I should say a word for those of the weaker sex who have found in the exhilarating exercise of the wheel a delightfully-charming manner of gaining health and strength.

American women are not much given to exercise, and pale faces and general lassitude are more prevalent than they should be. I confess myself to have been one of the weak sisters, and, until I learned to ride, I could not walk three miles without great fatigue. The wheel has brought back the roses to my cheeks, so my friends say, and I ride twenty miles without undue fatigue. The tired feeling that comes from riding is one that brings calm repose, and is radically different from the weariness that comes to me from hard work and gives me a restless night and a morning headache.

In the early days of my riding I always envied those ladies who could talk about ball-bearings, differential gears, loop frame and T frame, and give a name to every part of the machine. It was a sealed book to me then, and I confess it is not a very clear page now, but I am fast learning, and to learn is to broaden one's self, you know. I was as little interested in the wheel as my friend Mrs. Crecsus is in her carriage. She has no idea what a transum bolt is, and the mention of the running gear would convey no meaning to her. She is content to sit in her carriage, and if there is an accident the driver will adjust matters. Two or three little episodes on the road, however, showed me that it would be well for me to learn a little about my wheel, and I am now more independent.

The delightful freemasonry of the wheel has pleased me greatly. What is it they say about "one touch of nature," etc.? The cycle has supplied the place of nature's touch, and the whole world of wheeldom is one kin. I do not believe that the world has arrived at a point of civilization where it would be safe to know and recognize every person one meets on the street, and etiquette imposes strict obligations upon the ladies, and binds them to certain rigid rules of conduct from which they cannot depart without giving offence to society.—On the wheel there is a new order of things, shall I call it the *renaissance* of etiquette? And still it is not license, and I have yet to see the first evil result to come from the cycle kinship. A wheelman passes me on the road, and respectfully lifts his hat. It is a graceful compliment, and does not imply acquaintance, nor the wish for such. If we were on foot, the same act would be an insult. I cannot draw the line and tell why this should be so, and yet I would not have it otherwise.

On several occasions I have met with accidents on the road; a squeaking wheel needed oiling, my saddle-post slipped in its socket, once my steering became disarranged, and on each occasion I was fortunate enough to meet a wheelman on the road, who gave me assistance. I was acquainted with no single one of these, and yet I found them ready to help me

out of my difficulty, and their work was done respectfully and kindly. All honor to the wheelmen, I say, for I have found none but gentlemen in their ranks.

One great difficulty in the way of ladies who ride the wheel in Boston is the matter of stabling. A man joins the Massachusetts or the Boston Club and the problem is easily solved, but we can't do this, and must needs build a shed or hire stabling at a livery, an alternative that presents two horns of a dilemma, neither of which is acceptable. I have talked with several ladies and tried to make converts of them, but the want of stabling was the ogre in their paths. It may be that one of these days we shall have a lady patroness who will give us a stable or help us to get one, and in the meantime we must wait. We don't want luxury; a shed that is clean and waterproof will do, and we will leave the social halls and the billiard-rooms to the men, if we can only get a shed. I don't think a shed will be quite up to the third which the law allows us, but it will do.

DAISIE.

—*Bicycling World*.

THE BICYCLE.

The bicycle is the modern substitute for the horse. It is much swifter and a great deal stronger, as any one can see who has ever watched the bicycle when it came to a standstill and bucked. It will throw a man twice as far as a horse can, and instead of running away it jumps upon him and holds him down. This is one reason why the bicycle is driving the horse out of the market. A man doesn't like to have to hunt his horse up every time he gets thrown. It is much pleasanter to have the bicycle hunt him up.

The bicycle consists of two wheels and a backbone. The seat is sometimes on the backbone and sometimes in front. When it is in front it is called "a header." The two wheels run in the same plane, until that plane is intersected by a stone or rut. Then the wheels stop running, and the rider's nose begins. This feat is called "painting his vest red." It is not a difficult feat to learn—in fact, it is rather difficult to avoid.

When a bicycle runs down hill, it is customary for the rider to put on the brake. This is not done because he dislikes to ride fast, but because he wishes to gaze upon the scenery more intently—and especially upon that portion of the scenery which lies directly in front of the large wheel of the machine. The brake is a very cunning arrangement. It consists of a hollow spoon-shaped piece of steel, which fits over the tire of the large wheel, and is pressed down upon it by a lever. Some riders do not believe in using a brake. They prefer to take their header at the foot of the hill instead of half way up. It saves time.

Besides being swifter, stronger and more affectionate than the horse, the bicycle is also cheaper—about one hundred dollars. Its food, however, is somewhat more costly. The horse is contented with oats and hay. The bicycle must have cloth.

There is one thing which is very fortunate for those who wish to purchase bicycles—the number of second-hand machines offered for sale

is always large. This is, of course, to be expected from the great popularity of the bicycle, and is one of its chief recommendations as compared with the old-fashioned horse. A second-hand bicycle, "as good as new," may be purchased at any time for "considerably less than it cost its owner." This is true when the doctor's and clothier's bills are taken into account.

Nor need it be feared that the second-hand bicycle is at all lacking in the distinctive qualities of the original article. I have seen a young man with his nose out of joint, and four distinct lame spots in his gait, who assured me that his machine was a second-hand one—that is, that it was for sale. The second-hand bicycle, like the confirmed mule, is often more energetic than the young and inexperienced article.

Those who expend their money upon bicycles are fond of trying to make their friends believe that it is the easiest thing in the world to learn to ride. Well, so it is. The bicycle can be mastered in much less time than it takes to learn a trade, and when the art is once learned it can never be forgotten. There is something about the bicycle which sticks by a person.—Sometimes it is the dust—sometimes the oil; more frequently a mixture of the two.

If the practical man asks, What are a few of the principal uses of the bicycle? it is easy to enumerate them as follows: 1. The bicycle is a good road machine (*i.e.*), it is the machine for a good road.—2. It removes superfluous fat both by internal and external methods.—3. It can rest without lying down.—4. It never runs away unless somebody is on top of it.—5. It displays the calf. There is probably no other method of locomotion which combines all the above advantages.

Quite lately there has appeared a new kind of a bicycle called the tricycle. This instrument differs from the bicycle in that it runs on three wheels and has no seat in front. It can get over somewhat more ground in a day than a rocking-chair, but is not so comfortable to ride.

The future of the bicycle is very promising. It has already revolutionized the science of locomotion, and has become such a familiar object on the rural highway that only one granger out of seven wants to know if "that ere thing is a new-fangled sort of a mowin'-machine?"—The time is surely coming when everybody will own a bicycle—not necessarily for locomotion, but only as evidence of good credit.

The bicycle is not a toy—anybody who has ever wrestled with it will admit that. It is a practical road-machine, unexcelled in removing stones from the public highway and indicating the presence of sand. Next to the wheelbarrow, it is the safest known carriage. It never bites ladies or children, and doesn't scare worth a cent. If you want fun, buy a bicycle; if you don't—buy one, too. The bicycle never disappoints. It is right there every time.—*Puck*.

—:—:—

The following are stated as having entered for the 100-mile road-race on the Big Four Tour: Hendee, on the Victor; Webber, the Star; Corey, the Rudge; Corey's brother, the Rudge Safety; and Van Sicklen, the Expert Light Roadster. The best riders in the country are expected to compete.

Wheel Tracks.

The largest club in the C.W.A. is now the Torontos, of Toronto, with a membership of 100.

Mr. Hurst, the fancy rider, of the Wanderers, has resigned his membership in the C.W.A. to join the professional ranks.

Eugene M. Aaron, the former recording secretary, has been appointed to the position of secretary-editor of the L. A. W.

W. H. Nourse, of the Winnipeg Bicycle Club, who went with the Canadian voyageurs up the Nile, has returned safe and sound.

The Chicago bicycle track, in connection with the Chicago Base Ball grounds, is considered one of the finest in the world. A picture of it appears in *The Clipper* and *The Mirror of American Sports*.

The covers of the programmes of the L. A. W. meet will be handsomely embellished with red and silver cycling designs, including a handsome representation of the L. A. W. and the Buffalo Bicycle Club badges.

On Saturday morning, May 30, ten members of the Rochester, N.Y., Bicycle Club took train to Toronto, where they were met by members of the Wanderers of that city. After breakfast the visitors took a trip by steamer, returning in time for dinner. A run through the principal streets of the city, through the park, a visit to the lacrosse grounds, and a friendly one-mile race, helped fill out the afternoon. The Rochester men left on Sunday noon, evidently pleased at the efforts of the Wanderers to entertain them.

An involuntary smile irradiates the broad area of our countenance when we read in the *Cyclist* that Thomas Stevens is not a bumptious Vankee, but a quiet, unassuming Englishman. As for the bumptious, we think the *Cyclist* might publish a key when it speak in riddles. Stevens, you know, was born in England, but having lived in San Francisco, he acquired the ease and humility and courage that most Englishmen think they possess. When the *Cyclist* strikes a *bona-fide* unassuming Englishman, it should immediately clap him in the British Museum.—*The Wheel*.

The Cyclist (Coventry, England) of May 20th contains the following racy item: "Last week, Mr. Moody, jr., a well-known cyclist, of Hamilton, Canada, called upon us. Mr. Moody is the pioneer bicyclist of Canada, having been the first rider of the two-wheeled steed in that country. He has won over eighty prizes during the past six or seven years, and is at present in Great Britain on a general tour of pleasure. He is a Scotch Canadian, and naturally is making for Scotland, and will, we believe, make tracks for John-o'-Groat's and ride over the celebrated record route to Land's End, though whether he will attempt anything in the way of record-cutting we cannot say, though we think not, as he is on pleasure bent. Mr. Moody wears the neat grey uniform of the Hamilton B. C., and, like Mr. Stevens, wears a white hat, by which he may be recognized; but this, in place of being a helmet, is of the peaked variety. He is very good company, and any riders who can show him round a bit will do a Canadian cousin a good turn."

→ Canadian Wheelman's Association. ←

THIRD ANNUAL MEET —AND— RACES!

To be held at WOODSTOCK, Ont.,

—ON—

WEDNESDAY, JULY 1, 1885

Bicycle and Tricycle races for the Championship of the Dominion of Canada will take place; also several events open to the world.

A Grand Street Parade!

500 WHEELMEN IN LINE.

This will be the largest bicycle race meeting ever held in Canada, as all the Canadian and American fast riders will positively be present to compete. The following is the

PROGRAMME FOR THE DAY:

- No. 1—For the best representation of any visiting club—handsome bronze clock, presented by J. F. O'Neil, manager of O'Neil House; value, \$40.00.
- " 2—Two-mile green race, on road machines—1st prize, silver cup, \$30.00, by R. T. Crawford; 2nd, rattan chair, by J. G. Hay, \$15.00.
- " 3—Half-mile dash—one prize, gold and silver medal, \$30.00.
- " 4—One-mile championship of Canada—gold medal, \$50.00.
- " 5—One-mile tricycle race, championship of Canada—gold medal, \$50.00.
- " 6—Five-mile race, open to the world—1st prize, gold stop-watch, \$125.00; 2nd, diamond pin, \$25.00.
- " 7—Half-mile without hands—prize, gold and silver medal, \$20.00.
- " 8—Three-mile record race—1st prize, silver stop-watch, \$40.00; 2nd, silver medal, \$20.00; gold watch, value \$75.00, if 9.10 is beaten.
- " 9—Ten-mile, open to the world—1st prize, silver tilting water-pitcher, \$65.00; 2nd, silver cup \$20.00.
- " 10—Two-mile (bar Ross, Clarke, Lavender, Doolittle, Davies, Low and Campbell)—1st, silver watch, \$30.00; 2nd, silver timer, \$15.00.
- " 11—Five-mile championship of Canada—gold medal, \$50.00.
- " 12—One-mile Safety bicycle race (Star machine barred)—gold medal, \$30.00.
- " 13—One-mile, open to the world—1st, stop-watch, \$40.00; 2nd, gold chain, \$20.00.

Nos. 4, 5, 10 and 11 open to the amateur wheelmen of Canada. Nos. 2, 3, 7, 8 and 12 open only to members of C.W.A. Nos. 6, 9 and 13 open to the world.

Races to be governed by the rules of the C. W. A.

Entries close June 29th, noon, and to be sent to D. A. White, Woodstock, Ont., with entry fee of 50 cents, which will be returned to actual starters.

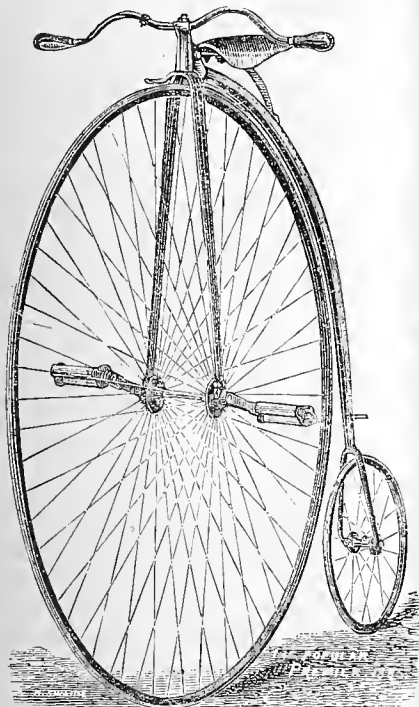
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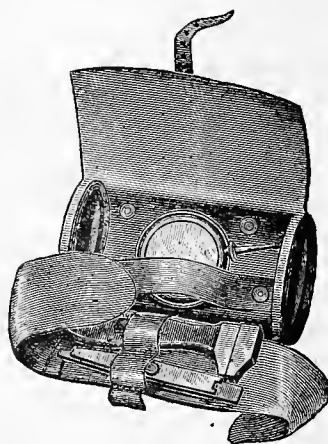
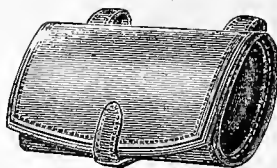
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ROYAL CANADIAN No. 2.



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SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black enamel. Price, \$65.00.



THE NEW TOOL BAG—simplest, neatest, no rattle. Price, \$1.75.

THE KANGAROO.



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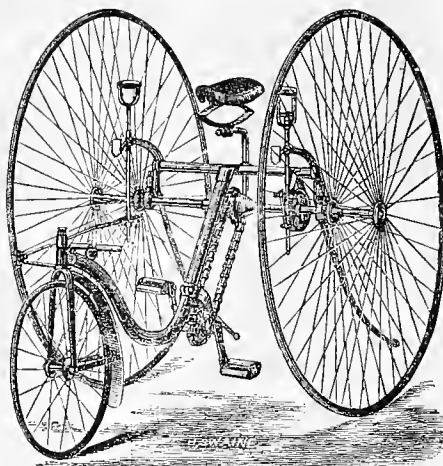
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

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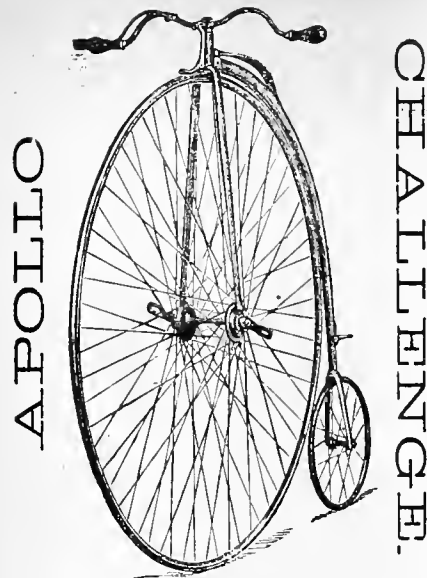
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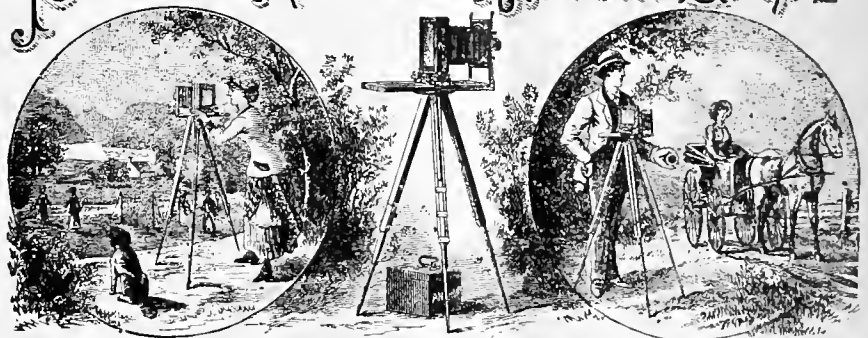
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Price, \$110.00, on Cars at Ottawa.

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We would call the attention of the Wheelmen of Canada that a Great 50-Mile Amateur Bicycle Race will take place in September next, which will be open to all riders of the
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BICYCLES AND TRICYCLES

STANCH AND RELIABLE ROADSTERS.

I take pleasure in adding my testimony to the claims which you set forth in the construction of the *Columbia* bicycle and tricycle.

I have ridden one *Expert Columbia* over 3,500 miles on country roads, and have never had any repairs of any description whatever to make upon it.

With its standard of rake, and your vibrating suspension saddle, I consider it *unequalled for safety* and long-distance riding. It is always in perfect order, if properly cared for, like any piece of machinery.

From the practical results which I determined by subjecting the different qualities of steel from which it is constructed, to the recognized standard of Government tests, I am free to assert that you may justly claim that the *Columbia* has not its equal in quality of material and finish; all of which is shown in the tabulated results in your possession.

I am, very respectfully,

F. J. DRAKE,

Lieut. and U. S. Inspector of Material.

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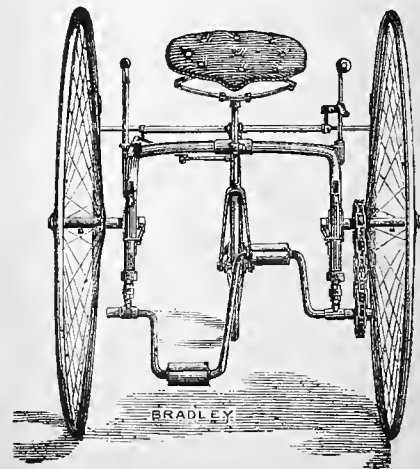
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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.


VOL. II.

LONDON, CANADA, JUNE 30, 1885.

No. 11.

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CHAS. ROBINSON & CO.'S Dog Days' Bulletin.

22 CHURCH ST., TORONTO. "Let dogs delight to bark and bite, so long as they keep away from our Bik."—Nursery Rhyme.— JULY 1, 1885.

The *RUDGE Safety Bicycle* is noted for lightness and strength, combined with High-class Workmanship, to be found in no other Machines except the "*RUDGE*," which, up to the present, has no rival in the market.



THE NEW RUDGE SAFETY.

PRICE, complete with Ball Bearings, Ball Pedals and Foot-rests, \$110.

"I would give all my fame for a pot of ale and Safety."—Henry V.

* * *

630½ miles in 48 hours have been made on the Rudge Safety.

* * *

500 were sold in four months.

WOODSTOCK.

This is not merely woods-talk, although the town has a *Wood-roofe*, about which much might be written, but a few rambling remarks about the beautiful Western Town where the famous Irish King, Pat Ullo, reigns over the Bicycle Clubbers. In the words of the local minstrel poet—

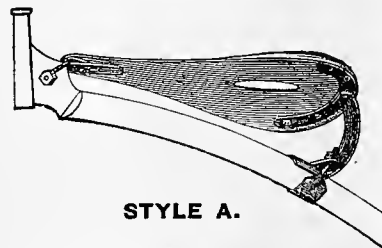
Biette it ever so humble,
There's no place like our town

Its beauties certainly *Merritt* a word of praise; in fact, as a Summer resort, it's too *Utley* utter for anything. The boys certainly seem to *McKay* while the sun shines in the matter of pleasure, and they set the *Ball* rolling on the Queen's Birthday, when we had the pleasure of *Perry*-grinating through the town. It was a *Field* day altogether, and when *Knight* came we boarded the C. V. train, feeling that we had had a high old time.

Bicycles in Court Before Judge Fudge.

Two dilapidated old bicycles were among the curious objects that appeared at the Police Court last week. A 52-inch British Challenge charged a 56-inch Premier with assault and battery, alleging that the defendant had maliciously run over the plaintiff, and then returned and rolled on top of him. The Police Magistrate, a 54 inch Rudge, charged them both with being quarrelsome *cranks*, who *peddled* their grievances in court-rooms and the street. He would have them *rim*-ember that such *brake-neck* combats on the streets would not tend to cement a feeling of friendship among wheels. He *saddled* the responsibility for the trouble upon the Premier, however, and fined him \$10 and costs. The defendant then *spoke*, and claimed he was but *axle*-erating his speed when the plaintiff ran across his course, and being a *tire-o*, evidently, he lost his *head* when it was but a *step* to a collision, whereas he might have *guarded* against trouble by a quick *spring* to the ground. The Magistrate held that the defendant's remarks had no special *bearing* on his decision, and he compelled the prisoner to *fork* over the fine.

SADDLES & SPRINGS.



STYLE A.

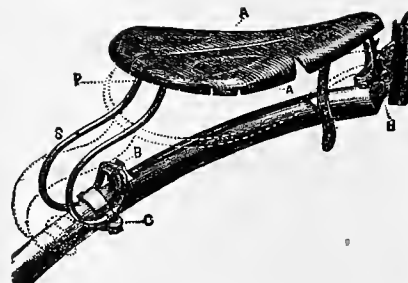
THIS REPRESENTS THE NEW

DURYEY SADDLE AND SPRING

~ COMBINED.

We are selling a large number of them, and those who use them pronounce them the acme of comfort and ease.

PRICE REDUCED TO \$4.00.



THIS IS THE

Lillibridge Saddle & Spring

—COMBINED,—

and fully equals the Duryea as a comfortable Saddle.

PRICE, 6.00.

THE 1885 RECORD FOR THE RUDGE RACER.—20 VICTORIES.

During these days of keen competition among the manufacturers of wheels, especially racing machines, to have their makes win, the following records won during the last few weeks on the Rudge Racer are more eloquent of its value on the cinder track than columns of argument:

CANADIAN—

- 1.—Clarke, the Champion, at Woodstock on the 25th of May, beating Lavender in the one-mile championship race.
- 2.—Clarke, also at Woodstock on the 25th of May, winning the Ontario five-mile championship race.
- 3.—Biette, at Woodstock on the 25th of May, winning the three-mile record race.
- 4.—Biette winning the four-mile handicap on same date.
- 5, 6.—Kent, at Newcastle on the 25th of May, won the one-mile handicap and hurdle race.

June 18th, at Napanee, one-mile club championship race, won by A. R. Boyes on a Rudge Light Roadster.

AMERICAN—

- 7, 14.—At St. Louis, Missouri, May 23rd, 1885, SEVEN out of TEN races were won on the Rudge.
- 15.—At Springfield, Mass., May 30th, on the Rudge Safety a mile was made in 3.06 2-5.

ENGLISH—

- 16.—April 4th, Fifty miles professional championship of the world, at Leicester, won on a 55 in. Rudge Bicycle, beating F. Wood and all the best men of the day.
- 17.—April 8th, One mile professional championship of the world, at Wolverhampton. The Rudge Bicycle was placed 1st, 2nd and 3rd.
- 18.—April 8th, Two miles "Safety" Bicycle handicap, open to the world, at Wolverhampton. The Rudge Safety was placed 1st, 2nd and 3rd.
- 19.—April 6th, One mile "Safety" race, won on a Rudge machine, at Liverpool, beating all other from scratch.
- 20.—April 18th, Ten miles professional championship of the world, at Leicester. The Rudge first.

KIND WORDS CAN NEVER DIE.

FRED. ARMITAGE, Seaforth:—I have delayed writing you until I should have time to give the Rudge Light Roadster I bought from you a good practical test, which I have done, and I find it as good as represented, and am thoroughly satisfied with the wheel.

P. S. HICKS, Napanee:—The American Rudge came duly to hand, and in reply would say that I am well pleased with it.

W. J. SHANNON, Napanee:—I rode twenty-five miles on my Light Roadster yesterday, and like it splendidly.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HORACE S. TIBBS, Montreal, } *Associate Editors*.
W. G. EAKINS, Toronto, }
HAL B. DONLY, Simcoe, *Association Editor*.
JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JUNE 30, 1885.

EDITORIAL NOTES.

As Springfield is to United States, so is Woodstock to Canada; and Clarke is the Hendee.

The name of Will C. Marvin, of the *Western Cyclist*, was given a "strong flavor of Italy" in our last issue, by being spelled "Moroni." Of course, it was a mistake of that muchly-abused personage, the printer.

As our next number will be issued while we are with the Big Four Tour, we hope any shortcomings will be excused on the plea that we could not resist the tempting invitation of Manager Ayers to take a two weeks' outing.

We have been favored with a very handsome photograph of Mr. C. H. Genslinger, Chief Consul L. A. W. at New Orleans. By the way, this gentleman is a most ardent worker, and has done much to advance the interests of the L. A. W. in the South.

The professional question is to be brought up at the L. A. W. meeting at Buffalo this year, and there is a current opinion that the wily pros. will be admitted into the League. As this question has been agitating the wheel papers for the past few months, and been thoroughly ventilated, it is to be hoped it will be finally decided either one way or the other. Canadian professionals are so few and far between, that we are spared the bother of troubling about either them or the makers amateur.

WHAT WE WOULD LIKE TO SEE.

Everybody at Woodstock.

Some Canadian flyers cross the tape first at Buffalo.

Some new men cover themselves with glory at Woodstock.

The Canadian champion, whoever he may be, go to Springfield.

The Canadian one-mile record lowered to 2.40 at Woodstock on the 1st.

One of the Canadians win the Century Road race of the Big Four Tour.

The best flyers from the U.S. compete with Canada's best men in the open races.

Correspondence.**PROGRESS OF "X.M. MILES."**

Editor CANADIAN WHEELMAN:

A photograph of Thomas Stevens, the round-the-world correspondent of *Outing*, was taken by Shultz, of Brighton, on the last day of his ride through England; and in sending me a copy of it he says (Paris, May 15) that he had a delightful ride through England, in spite of rainy weather, leaving Liverpool May 2, with an escort of 25 cyclists, and finally sailing from New Haven to Dieppe. The roads from there through Normandy to Nantes were "regular billiard-tables for smoothness," and thence on to Paris even the inferior roads seemed better than the best around Boston. Vienna was to be his next objective point.

Last month's mail from Australia brought me subscriptions from the five provinces of Queensland, Victoria, New South Wales, New Zealand and Tasmania,—increasing to 60 my supporters in that part of the world, as compared to 89 in England, 4 in Scotland, 2 in Ireland, and a total (June 1) of 2897. No accession from Canada came to me last month; and as I am sure of showing about 3300 names by the time the final pages of my book are ready, next September, I shall not attempt much more advance canvassing in that direction. All my recent efforts, indeed, have been in the way of getting my material ready for the printer; and the first 21 chapters of "X.M. Miles on a Bi" will be in type before this present note to you is published. This month's issue of the *Springfield Wheelmen's Gazette* devotes two even pages to the first half of my Connecticut chapter, and the last half of the same will appear in the Sept. issue of *Outing*.

I have adopted the plan of adding the exact date of birth, as well as customary occupation, of each man whose road-record I insert in the book; and I therefore now ask Canadians who have sent me any such records to favor me by forwarding the desired date, on a postal card, without waiting for a printed note from me.—Let me, in particular, request Mr. Perry Doolittle not to delay sending me the report of his 10,000 miles and more of riding later than the end of this present month. If any other Canadian has kept a record whose mileage is even approximately as great, he would confer a favor by forwarding the details of it to me at the University Building, Washington Square, N.Y.—(How about the projected C. W. A. "Map of Ontario?")

June 8, 1885.

KARL KRON.

T. Fane & Co., of Toronto, with their usual enterprise, announce in our advertising columns their intention of holding a great 50-mile amateur bicycle race in Toronto during Sept. next. As this is an entirely new feature in Canada, it will be looked forward to with increasing interest. Six prizes are offered, the first being a \$120 machine to the order of the winner. Further particulars will appear in a later issue.

A German novice recently wrote to an agent in Berlin, requesting information as to how to mount, as in "some of the roads there were no trees."

A CYCLIST ON THE WING.

Winnipeg, Man., May 22nd, 1885.

Editor CANADIAN WHEELMAN:

DEAR WHEELMAN,—Having a little spare time at my disposal here, I thought it might not be uninteresting to you to write you briefly about our trip in this delightful country.

I left Stratford on the 4th of May, arriving in Chicago on Tuesday, and finding the day wet, we spent it in sight-seeing on foot. Wednesday opened out fine, and the streets were soon dried up. In the afternoon we mounted our cycles and went out for a spin on the macadamized roads and pavements of Chicago. One street in particular (Dearborn ave.) is simply grand. It is fully two miles in length, and every foot of it as level and smooth as a billiard-table. During the afternoon we took in on our wheels Lincoln Park. The drives throughout the Park are in splendid condition for bicycling.

We left Chicago Wednesday night, and had the first annoyance we have experienced at that point. The Chicago, Milwaukee and St. Paul Railway refused to check our bicycles, and we were compelled to pay double express rates and express them to St. Paul. It being evening when we started, we took a Pullman and arrived at St. Paul Thursday afternoon—enjoying on the way the grand scenery along the famous river route of the C. M. & St. Paul Ry. St. Paul, as a city, having no charms for us, after being handsomely treated by every official we came in contact with on the St. Paul, Minneapolis and Manitoba Railway, we took a local train and went across to that—as a Minneapolis man called it—"the most delightful city under the canopy of heaven." Minneapolis is really a very fine city, and is, in a great many respects, far ahead and superior to St. Paul.

Leaving Minneapolis, we went direct to Winnipeg, and stopped there over Sunday. Monday, in company with two or three enthusiastic Winnipeg bicyclists, we went for a ten mile spin. The roads were very fair, and we had, thanks to our Winnipeg friends, a very good time. My Rudge having gone on to Portage la Prairie on Monday, and as I missed the train, I rode a British Challenge kindly loaned me by one of the aforesaid fine fellows.

Brandon, Man., was my destination, and after riding around the Portage a day, I came on to that place, and put in a week of wheeling on the Rudge, which completely throws any wheeling I had ever before done altogether in the shade. The stereotyped phrase, "Wheelman's Paradise," was certainly coined when visions of some such spot as Brandon was before the coiner. Look at it in any way you like, Brandon has few equals as a bicycling hunting-ground. The streets are wide, smooth and hard, and the coasting is—words fail me!

To say that I thoroughly enjoyed my trip, is not saying half enough. My Rudge machine has not taken from my time since I left Stratford five minutes for fixing or adjusting or oiling. This is no small recommendation, when you think of the trouble and annoyance some experience with inferior machines. By its rigidity, easy riding, smooth running, and various other important adjuncts, it has made many friends. More anon.—Yours truly,

A. T. MACDONALD.

CLERICAL WHEELMAN'S TOUR.

The accompanying Map shows the route which is laid out for the above tour in August. Already a large number of clergy have signified their intention of joining, as well as some invited laymen as guests, and the tour is attracting considerable attention. The party will undoubtedly be well taken care of by their Canadian friends.



THE C. T. C.

The Cyclists' Touring Club, founded at Harrogate, in August, 1878, has achieved such wonderful things in the United Kingdom of Great Britain and Ireland, that it is highly desirable to further extend its usefulness abroad, and especially in the United States of America, and other portions of the American continent where cycle touring is practicable.

The ways and means pursued by this mammoth club are so familiar as to need no recapitulation here, my object in the present paper being to point out defects and endeavor to suggest courses by which the success that has been attained in its mother country may be repeated by the C. T. C.'s, American division more particularly, possibly as a prelude to further developments in other countries foreign to the English. Already, indeed, the large division in America is threatened with dissemination, and practical men cannot but recognize the justice of the contention, that a purely American Touring Club would be infinitely more useful, and consequently more popular, than the present branch of the C. T. C.

As far as concerns the class of American members by whom the division was originated, those who are able to enjoy the full privileges of the club by touring in England, no fault can be found; but it is unlikely that any considerable portion of the five hundred are able to obtain the benefits of the splendid organization in the mother country, and if the C. T. C. is ever to become more than a sentimental "fad" for American cyclists, its work must be extended to the American touring ground. Already, I am aware, this has been commenced in a small way; but the task of promoting touring in America cannot be accomplished without funds; and the American division of the C. T. C. cannot prosper so long as its members' subscriptions are remitted to England. Leaving out such of its members as are able to go to Europe, the only return which it receives for this annual remittance of five hundred half-crowns consists in the reception of the *Monthly Gazette*, and the privilege to wear the uniform, both of which are questionably advantageous, since the *Gazette* deals with but few topics of value to American tour-

ists, and the uniform, or imitation of it, can be purchased outside the club. Sentimentalism, therefore, is evidently the dominant factor in inducing the five hundred Americans to subscribe to the C. T. C.

Nobody will question the assertion that a touring club organization would be eminently useful in the United States, in Canada, and in other portions of the American continent where cycle touring is practicable. It is also highly desirable that the C. T. C. should retain its international character, in order that mutual advantage may accrue to each nation by co-operation. The problem is, how to enable the men who are ready to do the work in America to achieve their object without severing connection with the parent society. It must be obvious that the head centre cannot be expected to affiliate an American branch *gratis*; and yet the subscription is so small that any appreciably less remittance to headquarters would be insufficient to pay the costs incurred. The real solution would appear to lie in the direction of an increased subscription, on the part of Americans, to such an amount as would enable a substantial sum to be retained for the working of the American division after remitting to London a proportion sufficient to defray expenses. The *Gazette* printing and postage would probably be covered by half a dollar per annum, and other contingencies would be paid for by the profit made in London on the supply of uniforms; so that if the American division paid an annual subscription of a dollar per member, one-half thereof would be retainable for the practical extension of the club organization in America. On this basis, it would be feasible for the American division of the C. T. C. to spend \$250 per annum in "domestic" extension for promoting touring, without actually being a drain upon the parent body in England.

From what I have said, and from the opinions I have quoted, it must be plain to the reader that there will be no opposition on this side to the development of the American branch of the Cyclists' Touring Club on a basis of practical independence; and the matter rests entirely with the Americans themselves, who can make the C. T. C. organization in America of practical use and influential prestige as soon as they like.—"FAED," in *The Bicycling World*.

THOMAS STEVENS IN MISSOURI.

In his account of his bicycle trip across America, Thos. Stevens relates the following amusing incidents of the journey through Illinois:

"Pushing on to Lamoille for the night, the enterprising barber hustles me into his cosy shop, and shaves, shampoos, shingles, bay-rums, and otherwise manipulates me, to the great enhancement of my personal appearance, all, so he says, for the honor of having lathered the chin of the 'great and only.' In fact, the Illinoisans seem to be most excellent folks, and I can only regret that limited space prevents a more detailed account of their attention. After three days' journey through the great prairie State, my head is fairly turned with kindness and flattery; but the third night, as if to rebuke my vanity, I am bluntly refused shelter at three different farm-houses. I am benighted, and conclude to make the best of it by 'turning in' under a hay-cock; but the Fox-river mosquitos oust me in short order, and compel me to 'mosey' along through the gloomy night to Yorkville. At Yorkville, a stout German, on being informed that I am going to ride to Chicago, replies: 'What! Ghigago mit dot? Vy, mine dear vellow, Ghigago's more as vorty miles; you gant ride mid dot to Ghigago;' and the old fellow's eyes fairly bulge with astonishment at the bare idea of riding forty miles 'mit dot.' I considerably refrain from telling him of my already 2,500-mile jaunt 'mit dot,' lest an apoplectic fit should waft his Teutonic soul to realms of sauer-kraut bliss and Limburger happiness forever.

Coming Events.

- JULY 1.—Annual Meeting and Races of the C. W. A. at Woodstock.
- JULY 3 & 4.—Annual Meet of the L. A. W. at Buffalo, N.Y.
- JULY 6.—Big Four Tour starts from Buffalo.
- JULY 10.—Big Tour Century Road Race from Cobourg to Kingston.
- AUGUST 1.—Clerical Wheelmen's Canadian Tour starts for Niagara Falls.
- SEPT. 8, 9 & 10.—Annual Tournament of the Springfield (Mass.) Bicycle Club.

C. W. A. OFFICIAL ANNOUNCEMENTS.



APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HAL. B. DONLY, Simcoe,
Sec.-Treas. C. W. A.

APPOINTMENTS AND RENEWALS.

Echo Club of Berlin and Waterloo, add 11—

C 0016, S L Doolittle	C 0022, Eph B Erb
C 0017, C W Wills	C 0023, F H Tilling
C 0018, O Shantz	C 0024, Geo A Bruce
C 0019, C E Fice	C 0025, H Krams
C 0020, Fred W Doll	C 0026, N Hunsburger
C 0021, John H Roos	

Bruce County Wheelmen, add 11—

C 0027, David Traill	C 0033, F E Coombe
C 0028, R C M'Pherson	C 0034, H Hilker, jr.
C 0029, W D Cargill	C 0035, H G M'Lean
C 0030, A E Beamer	C 0036, S Roether, jr.
C 0031, A H Smith	C 0037, A B Stennet
C 0032, H A McIntosh	

Seaforth Club, add 10—

C 0038, F F Coleman	C 0043, W J Fear
C 0039, E C Coleman	C 0044, J A Duncan
C 0040, Theo Coleman	C 0045, J A Wilson
C 0041, F W Armitage	C 0046, A Cavanagh
C 0042, J G Dorrance	C 0047, Harry Strong

Unattached, add 2—

C 0048, W C McKay,	C 0049, Chas. McKay,
Seaforth	Seaforth

Hamilton Club, add 33—

C 0050, J W Bowman	C 0067, C R Moore
C 0051, L Buckingham	C 0068, Wm Peace
C 0052, C Bews	C 0069, C Richardson
C 0053, Frank Close	C 0070, A Ridout
C 0054, A E Domville	C 0071, R A Robertson
C 0055, P Domville	C 0072, W Rutherford
C 0056, E Duffield	C 0073, D Ross
C 0057, A S Duncan	C 0074, E Robinson
C 0058, H Duffield	C 0075, R Skinner
C 0059, Harry Fearman	C 0076, L Stewart
C 0060, W J Fearman	C 0077, C W Tirling
C 0061, P Field	C 0078, Wm Wynn
C 0062, T W Grant	C 0079, J J Zealand
C 0063, C Graham	C 0080, J E Nicholson
C 0064, J Laidlaw	C 0081, Thomas Ross
C 0065, Charles Henry	C 0082, James Turner
C 0066, S W Nider	

Toronto Club, of Toronto, add 8—

C 0095, T J Bremer	C 0099, Robert Virtue
C 0096, W Robins	C 0100, G H Hill
C 0097, J Segsworth, jr	C 0101, A J Magurn
C 0098, G B Toye	C 0102, J G Kent

Montreal Club, add 1—C 0103, W G Robertson

Stratford Club, add 20—

C 0104, L H Dampier	C 0114, R M Ballantyne
C 0105, A C Mowat	C 0115, M McBain
C 0106, R B Losee	C 0116, Chas Smith
C 0107, A Caven, jr.	C 0117, J McFadden, jr
C 0108, A Watson	C 0118, J F Palmer
C 0109, Wm Lawrence	C 0119, Mark Wade
C 0110, Wm Preston	C 0120, C E Nasmyth
C 0111, Jas S Benedict	C 0121, J A Kirk
C 0112, Wm Boles	C 0122, A W Cassels
C 0113, A T McDonald	C 0123, W M Dignam

Mitchell Club, add 7—

C 0124, J M Ford	C 0128, A Greensides
C 0125, F A Campbell	C 0129, T Shanley
C 0126, J A Fisher	C 0130, S A Hodge
C 0127, Johnston Harris	

Waterloo Club, add 1—C 0053, O H Bucker

Unattached, 1—C 0054, Jos Powle, Drayton

—:—:—

C. W. A. HOTELS.

NO. 3 DISTRICT, UP TO JUNE 18, 1885

Ottawa . . . Windsor House . . Daniels.
Odessa . . . Queen's Hotel . . F. Switzer.
Deseronto . . O'Connor House . . P. O'Connor.
Napanee . . Huffman House . . P. Huffman.
Belleville . . Anglo-American. John Henderson.

—:—:—

CONSULS.

1. Belleville . . S. G. Retallack.
2. Kingston . . . Wm. Nichol (Cataragui).
3. Napanee . . . Alex. Leslie (Merchant's Bank).
4. Brockville . . . A. L. Murray (Main street).
5. Cornwall . . . H. Turner.
6. Carleton Place. Alex. T. Taylor.
7. Ottawa . . . F. M. S. Jenkins (P.O. Dept.).

—:—:—

THOMAS STEVENS' PROGRESS.

"I started from Liverpool at 4 p.m. Saturday, May 2, accompanied by twenty-five cyclers, and although it rained every day, the journey through England was delightful; the roads are beyond comparison with those of America. I stopped over two days with 'Faed' in London to attend the Barnes Commons tricycle meet; 512 machines were in the procession. Several tri's accompanied me to New Haven; a club of Brighton bi's rode out fourteen miles to meet us. I stayed one night at Warrington, Coventry, Tenny Stratford, Berkhamstead, London and Croydon, and embarked at New Haven for Dieppe on Sunday night at 11.15. Mr. Parkinson, an English wheelman residing at Dieppe, accompanied me to Rouen—about 42 miles. The Normandy roads are even more perfect than the English; regular billiard tables for smoothness, and the French weather has so far been delightful, save a rather strong headwind. I arrived at Paris (*via* Nantes, St. Germain and the Arc de Triomphe) Wednesday evening, and am waiting two days to meet two gentlemen who know the best route to Vienna, and expect to pull out to-morrow morning, May 16. The roads south of Nantes are inferior to the Normandy roads, being but little, if any, better than the 'sand-papered' roads of Boston. Between these latter and the Normandy roads there is no sort of comparison."

TOURING.

The rare sport on these events can never be adequately described—the pleasant associations and valued friendships; geographical and historical data; gorgeous time. Not for the present only have these events served to amuse, instruct, and benefit. The crowding rush of situations, from ludicrous to sublime; the constant activity and shift of scene over paths by green meadows, by the edge of great lakes, over rushing torrents, up mountains, engraft in the soul, however sombre, a shining thread of poetry and rich food for reflection years to come. Judicious wheel-touring, alone or in small or large parties, has now become one of the recognized elements from which the sedentarian makes choice of his summer vacation. To hunt, fish, sail, canoe, or luxuriously idle away the days at some idyllic resort, is ideal. All figure in the experience of a man who loves to broaden his life. Each is specific, but none general.—Lucky the man who can afford to be specific! Upon the programme of the thousand and one things that make life worth living comes the bicycle tour, that is general. The bicyclist delightfully wheels away the day—fishes, canoes, sails, and rests at the idyllic resort. Doubly ideal! To ride a wheel is joy; to ride it well and enduringly, art supreme. Art supremacy of this kind the tourist should have. To turn one's self into an engine for enjoyable propulsion requires practice or good physique. One or the other is requisite. The practice may excel physique. To possess both is great, and to such the bicycle tour is the supreme element. To make long journeys awheel, averaging the conditions of sunshine, rain, wind, up and down hill, rough roads, glaring white roads, winding cow-paths, over rolling country, shady lanes, through woody country, farm-house fare, meals at wayside inns, drinking everything that is thirst-quenching, is to pass through a period of polite roughing it. This much of roughness astonishes a man's appetite, and agreeably so. If he has not enjoyed it once, he has missed more than he knows of. Even if he has had experience in lone tours, he still has failed to witness the truly unique situations and extraordinary events inherent with a large and well-regulated party. Everywhere he goes the country seems peopled with his own "crowd." The flattest and most lonesome plains are full of life; the hills full of a strange and wonderful procession; the village seemingly doubled in population, and all his friends. There is not a moment of time on one's hands; if the days were twice as long, they would be inadequate. The great tour opens, passes away like a dream of enormous frolic, and is gone.—*R. B. Ayars on "Big Four Tour."*

—:—:—

THE DOG-DAYS' BULLETIN of Chas. Robinson & Co., 22 Church street, Toronto, will be found on the inside page of the cover, and contains a large cut of the new Rudge Safety, for which they claim a lightness and strength and ease of steering not found in the other Safety makes. They inform us that wheeling is rapidly increasing through the ranks of young men, judging by the number of wheels they have disposed of to new comers, and that a few more years will see a very large increase in the number of riders and clubs.

ADVICE TO NEW RIDERS.

The following suggestions to new riders, and, in fact, old riders, will prove very useful if carefully read:

Always carry a small bundle of stout twine in the tool bag, as it is very useful if your tire should come loose when several miles from home, to wrap around it and hold it in place till you can properly cement it with a spirit lamp. A small piece of fine copper wire can also be used advantageously in case of the breakage of some minor part. Use the best of oil, if it does cost the most, it is the cheapest in the end. I have been in the habit of getting one-half pint at a time from some reliable watchmaker, as they use the best to be had. You can test the wearing qualities of the oil by dipping the point of a needle in it, then touch the point to a piece of tissue paper; if the oil spreads quickly it is good, and the farther it spreads the better it is. An oil that is thick gums easily. Very often a rider takes a fall, and when he examines his machine finds that the backbone interferes with the driving-wheel by being bent down towards it. Unless he has had experience in that particular case he is in a quandry. First see if the trouble has not been caused by the forks being bent forward; and, if not, take the backbone out, put the spindle of the neck in a vise and pull out on the end near the small wheel, which seldom fails to bring matters right. I have seen a wheel where the trouble was in the spindle of the neck bent in that way, that had been taken to a blacksmith, who undertook to straighten out the backbone enough to prevent it from interfering with the driver, by hammering on the perch underneath the saddle. The result was a perch no better than before, and full of small cracks where he had struck it, thus illustrating the folly of having such men tamper with work they do not understand. Handle-bars probably cause more trouble, by being bent and broken, than any other part. A good way to straighten them (if you are stout enough), so that you can finish your ride, is to place one foot on the axle where the crank is fixed, now take the handle-bar in both hands and give it a quick upward jerk with all your strength. I am personally acquainted with a plucky rider who performed the above operation in the middle of a race, then went on and finished it, coming in a winner. When anything serious happens, which is beyond your skill, it is better to take the machine to some shop where they make a business of repairing them. A bent crank is an often occurrence, and a few hints about it may be of some use. It can be done in any place wherever you can find a block of wood of sufficient size, sawn straight and true. Take off the crank, lay it on the block, with the outside of the bend up; place a small piece of board on it, then get another heavy piece of wood and strike with all your might, and if the metal is good, a few heavy blows will suffice to bring it back into its original position. As a proof of this, let me say that I have done it miles away from any shop or town. You can generally find the requisite tools that I have described in the wood-yard of the nearest farmhouse. You should always have on hand sufficient cement with

which to repair cuts in the tire; also some for cementing the tire to the rim. By all means have an "Acme" stand, or some other device as good, in which to place the wheel when not in use. And when you are away from where it is, let the machine rest against something steady by the handle-bar only; leaning it against posts, telegraph poles, fences, trees, etc., is apt to scrape the paint off a machine finished in that manner. Also keep away the irrepressible small boy, with his inevitable stick and dirty fingers, and his utter disregard for the rights of others. And the man who asks you to let him try it because he could ride a velocipede when he was a boy—take my advice and steer clear of all such characters. The practice of lending a wheel to every one who has the inclination to ask for it is a bad habit. If persisted in it will finally end in the owner finding out that, for some unaccountable reason, his mount is rapidly wearing out. Lending to personal acquaintances whom you know are good riders, or to men that you know by reputation to be such, should be done as a matter of courtesy, as "like begets like," and no one except some boor, which I am glad to say are "few and far between" in the ranks of the wheelmen, will take advantage of your kindness.

Riding the wheel: To be a good road-rider, one requires pluck, endurance, and a fair amount of good-nature stored away ready for use when some unforeseen occurrence transpires, which in some would call forth a murmur of discontent. For instance, what is more exasperating, when riding on a narrow road, dodging here and there to avoid ruts and stones, than to come suddenly upon a team standing in the middle of the road, the driver exchanging gossip with some acquaintance on foot; the calliope is blown loudly, or the bell is rung, but all to no purpose; he merely turns his head and gazes at you in open-mouthed surprise, while you approach, dismount, and, as you are leading your machine around him, to have him draw out, "Say, young feller, can't yer ride where't's rough?" Breathing maledictions on his head, you mount in front and speed away. When riding upon country roads it is best to be as accommodating as possible. If you meet a team that you think would not be safe to pass, dismount at once, and as quietly as possible; for sometimes, if you dismount with a rush and a jump (as I have seen some do), it will make a nervous horse shy, and perhaps cause an accident. Always speak soothingly to a horse as you pass him if he is at all restive. Whenever you meet a loaded team, give them the right of way; it is easier for you to turn out than it would be for them. When riding in company upon poor roads, a good rule is to keep about twenty-five or thirty feet apart at the least; in case the rider ahead of you should fall, or slow up suddenly, you will have plenty of time to avoid him; it will also give you a chance to see the road better, and enable you to pick your way with greater ease and safety. Never coast a hill unless you can see the bottom, or are personally acquainted with the nature of the ground. Just think of the danger you would be in if you should happen to come suddenly upon a bridge with a plank or two up for repairs; or a team where you would not have room to pass. In climbing hills, if they are short and steep, and the ground

at the bottom tolerably smooth, I find that the best plan is to go at them with a rush. The momentum of the machine will generally carry you over the steepest part, without any extra exertion on your part. On the contrary, for a long up-grade, work slowly, so that you will not lose your wind before you reach the top. Do not be discouraged if some of the old riders do get away from you—practice does it. When you feel your limbs begin to ache by rapid pedalling or hill-climbing, ride slower, or get off and walk up the hills until the pain stops. Be moderate, and do not expect too much the first year, and each succeeding season will find in you a marked improvement. Wear flannel, it is the healthiest and easiest to keep clean. Do not shout and yell as you pass any one. Act like a gentleman, and you will be universally treated as such. Eschew all bad habits, and cultivate those which will only bring you credit. You will thereby uphold the high moral standard which the American wheelmen, as a rule, have attained. WILL YE.

Literary Notes.

With its usual variety of matter upon topics of timely interest, *Outing* for July is essentially a college number. The leading paper, by J. R. W. Hitchcock, entitled "The Harvard-Yale Races," gives a carefully-written historical review of the famous rowing contests between our two oldest universities, since the first race in 1852. A series of fifteen graphic illustrations adds greatly to the reader's interest. Professor Edward Hitchcock's "Athletics at Amherst College" is a very intelligent presentation of the subject, in which the necessity of athletic sports as an adjunct of student life is fully recognized. This article, and the one which follows it, "Physical Education and Athletic Sport at Yale," by Prof. E. L. Richards, should have a wide reading among college men. The fourth and last instalment of Thos. Stevens' "Across America on a Bicycle" is as full of the genuine spirit of adventure as any of its predecessors, and its admirable illustrations and the pleasant style of narrative in which it is written, will only whet the appetite for good things to come in the next series. J. A. Ritchie contributes a "Catamaran Trip on the St. John," which is also fully illustrated. Fiction is well represented in the present number. Julian Hawthorne's instalment of "Love—or a Name," moralizes pointedly upon the political tendencies of the age. President Bates contrilutes another capital cycling narrative, entitled "How O'Tulliver Bard Coasted the Bridge."

"The Wheelman's Hand Book of Essex Co., Mass.," just to hand, is one of the best guide-books that has ever been published, being well written, and containing a splendid description of the various roads for which Essex County is noted. It is also elegantly printed on heavy paper, adding greatly to its appearance. Geo. Chinn, Marblehead, Mass., one of the editors and publishers, will send copies of the first edition free on receipt of 3 stamps to pay postage.

—10—

Ilston and Webber are the latest *debutantes* on the cinder path to astonish the Britishers.

Wheel Tracks.

The membership of the Toronto Club, of Toronto, in the C. W. A., is 100, and not 99, as it was placed in a late issue.

Will C. Marvin has resigned the editorship of the *Western Cyclist*. It is now conducted by Messrs. Reeves and Allen.

The English papers chronicle the safe arrival of J. S. Dean, of the *Bicycling World*, in England, where he will spend three or four months touring.

The Bay City wheelmen of San Francisco intend giving a tournament July 28, for the purpose of raising funds wherewith to send F. R. Cook to the East to compete in the Springfield and other races.

A Tale of the Twentieth Century.—New York miss: "Ma, may I go touring this afternoon?" "Yes, dear; but do not go farther than Denver, and be sure to be home in time for tea." Dedicated to all enthusiasts.—*Wheel*.

The *Scientific American* has an illustration of a six-seated tricycle which a New Jersey man has invented. It is a complicated affair, with an infinity of arms, rods, pedals, shafts and treadles, and suggests all sorts of family upsets.

The following Canadians have signified their intention of joining the Big Four Tour: Wm. M. Begg and Jas. McLean, London; Alfred M. Scott, Woodstock; Geo. H. Orr, Toronto; H. Barrett, Port Hope, and W. K. Evans, London.

A private trial in a three-mile race was held on the Rosedale grounds a few days ago. There were several starters, Campbell finishing first, Foster second, and Fane third. Time-keepers present credited Campbell with having cut the Canadian record eleven seconds.—*Mail*.

A bicycle club in Hungary is called "Buda-peshter Kerekpar-Egyesulet." When a member of the club takes a "header" he doesn't swear. Profanity is too tame to do justice to the state of his feelings. He simply pronounces the name of the club—Buda-may pesther him to do it.

Harry Etherington, editor of *Wheeling*, will leave England for America on or about August 24th, with a party of English racing men and wheel celebrities. They will arrive in America in time for the Hartford race meet; visit Boston, Montreal, Toronto and Niagara Falls; thence to New York, and to Springfield for the great meet.

Lawrence Fletcher has lowered Nixon's record for the Land's End to John-o'-Groat's journey by 6h. 40m., having completed the distance on a tricycle in 8 days 5 hours 20 minutes, and there is no doubt that he would have put this time far in the shade had it not been for the diabolical weather which prevailed incessantly throughout the first two and the last three days.

The Detroit Bicycle Club will leave for a week's tour through Canada on Saturday, 27th inst. The route is by steamer to Sarnia, thence by wheel along the famous gravel roads through London to Woodstock, where they will attend the C. W. A. meet on July 1st; thence through Hamilton, St. Catharines and Niagara to Buf-

falo, reaching there in time to participate in the L. A. W. meet to be held in that city on the 2nd and 3rd of July.

The Belleville Tourists have been formed with a membership of over forty, and the following officers: Mayor J. W. Dunnet, president; J. J. B. Flint, vice-president; T. S. Carman, 2nd vice-president; S. G. Retallack, captain; J. H. Vidal, 1st lieutenant; H. Wallace, 2nd lieutenant; T. G. West, standard-bearer; J. S. S. Retallack, bugler; and J. E. Flewelling, sec.-treasurer. The Tourists will join the C. W. A. at once in a body, and take in the coming meet at Woodstock.

Advertisements.

CHEAP Bicycles!

TO CLOSE OUT STOCK, WE OFFER

One 54-in. "Empire," full plated, less Rims, Ball Bearings, - - - - -	\$890 00
One 52-in. "Sanspareil," parts Plated, Ball Bearings, - - - - -	85 00
One 52-in. "Berkshire, No. 1," parts bright, - - - - -	60 00
One 50-in. "Berkshire, No. 2," parts bright, Roller Bearings, - - - - -	52 50
One 52-in. "Dominion," Plated, less Tyres, Ball Bearings, - - - - -	70 00
One 52 in. Second-Hand Bicycle, Ball Bearings, - - - - -	40 00
One 51-in. stretch, "London Safety," Second-Hand, 48-in. Wheel, parts Plated, B. B. to front, and cone back Wheel, Ball Pedals, K. O. R. Lamp, nearly new, - - - - -	60 00

Full particulars of any of the above
Machines on application.

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RUDGE RACER—51 in. BALLS to BOTH Wheels and Pedals; has only been in two races. Cost \$115; for \$75 cash; good as new; must be sold. — A. T. LANE, Box 967, Montreal.

OUR CLUBBING OFFERS.

WE are pleased to state that arrangements have been made whereby the following journals may be procured jointly with THE WHEELMAN at the figures specified below:—

THE WHEELMAN and Mirror of American Sports,	\$3 25 per annum.
" and Bicycling World,	2 25 "
" and Grip,	2 00 "
" and Cyclist & Athlete,	2 00 "

Canadian Wheelman's Association.

THIRD ANNUAL MEET

—AND—

RACES!

To be held at WOODSTOCK, Ont.,

—ON—

WEDNESDAY, JULY 1, 1885

Bicycle and Tricycle races for the Championship of the Dominion of Canada will take place; also several events open to the world.

A Grand Street Parade!

500 WHEELMEN IN LINE.

This will be the largest bicycle race meeting ever held in Canada, as all the Canadian and American fast riders will positively be present to compete. The following is the

PROGRAMME FOR THE DAY:

- No. 1—For the best representation of any visiting club—handsome bronze clock, presented by J. F. O'Neil, manager of O'Neil House; value, \$40.00.
- " 2—Two-mile green race, on road machines—1st prize, silver cup, \$30.00, by R. T. Crawford; 2nd, rattan chain, by J. G. Hay, \$15.00.
- " 3—Half-mile dash—one prize, gold and silver medal, \$30.00.
- " 4—One-mile championship of Canada—gold medal, \$50.00.
- " 5—One-mile tricycle race, championship of Canada—gold medal, \$50.00.
- " 6—Five-mile race, open to the world—1st prize, gold stop-watch, \$125.00; 2nd, diamond pin, \$25.00.
- " 7—Half-mile without hands—prize, gold and silver medal \$20.00.
- " 8—Three-mile record race—1st prize, silver stop-watch, \$40.00; 2nd, silver medal, \$20.00; gold watch, value \$75.00, if 9.10 is beaten.
- " 9—Ten-mile, open to the world—1st prize, silver tilting water-pitcher, \$65.00; 2nd, silver cup \$20.00.
- " 10—Two-mile (bar Ross, Clarke, Lavender, Doolittle, Davies, Low and Campbell)—1st, silver watch, \$30.00; 2nd, silver timer, \$15.00.
- " 11—Five-mile championship of Canada—gold medal, \$50.00.
- " 12—One-mile Safety bicycle race (Star machine barred)—gold medal, \$30.00.
- " 13—One-mile, open to the world—1st, stop-watch, \$40.00; 2nd, gold chain, \$20.00.

Nos. 4, 5, 10 and 11 open to the amateur wheelmen of Canada. Nos. 2, 3, 7, 8 and 12 open only to members of C. W. A. Nos. 6, 9 and 13 open to the world.

Races to be governed by the rules of the C. W. A.

Entries close June 29th, noon, and to be sent to D. A. White, Woodstock, Ont., with entry fee of 50 cents, which will be returned to actual starters.

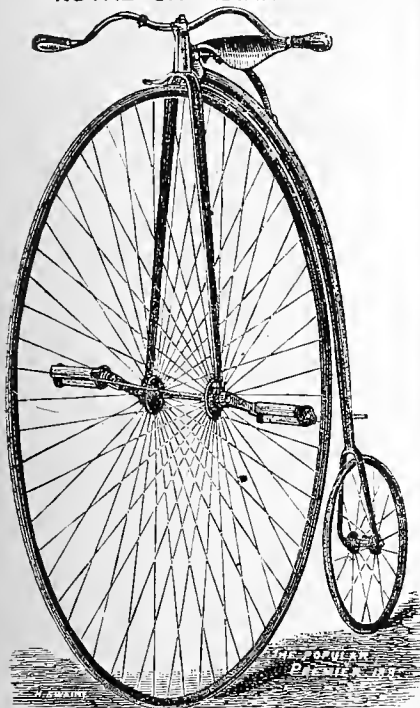
H. B. DONLY,
Sec. Treas. C. W. A.

H. S. TIBBS,
Pres. C. W. A.

D. A. WHITE,
Sec. W. A. A. 1.
Woodstock, Ont.

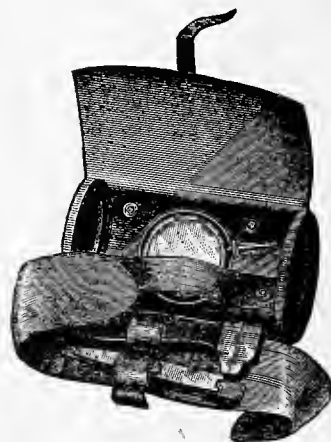
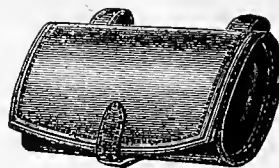
A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



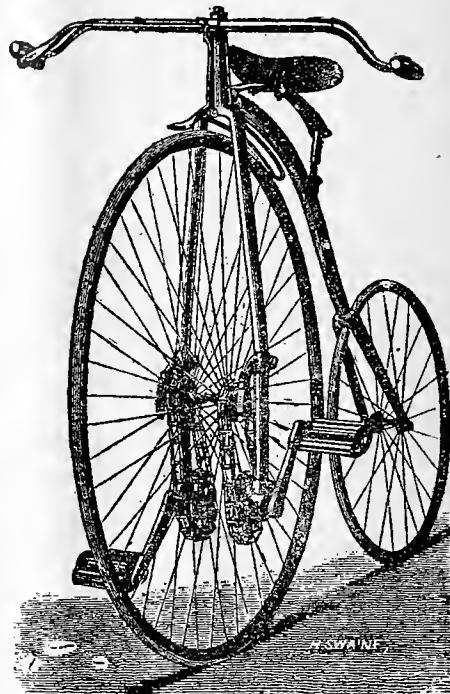
This machine has been greatly improved since last season, but price remains the same.

SPECIFICATION:—Hillman's new pattern ball-bearings to front wheel and adjustable cones to back, direct spokes, HOLLOW FORKS, BENT HANDLE BARS and LONG-DISTANCE SADDLE. Finished in Harrington's black namel. Price, \$65.00.



THE NEW TOOL BAG—simplest, neatest, no rattle. Price, \$1.75.

THE KANGAROO.



THE PERFECT SAFETY.

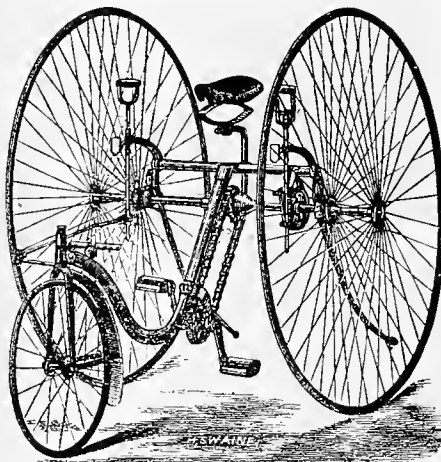
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

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MACHINES

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CENTRAL GEARED TRICYCLE.

Price:—Including improved spring rubber foot-rest, non-slipping rubbers to pedals and foot-rest, and other valuable modern improvements; 44 in., 46 in., 48 in., or 50 in.; ball-bearings to all wheels; nickel plated bright parts—\$130.00. Ball Pedals, \$5.00 extra.

*Send 3-Cent Stamp
for largest and most
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42 Pages—62 Engravings.

A. T. LANE, - - MONTREAL.



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Laced Spokes are fast proving a perfect failure in England. None used in the Challenge now.

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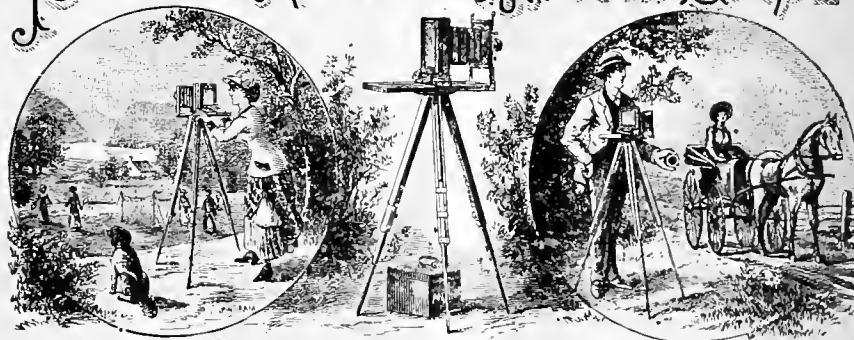
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TRICYCLE FOR SALE, in good running order, made by Zephyr Co., Coventry, Eng. Front steerer, 22 inches; drivers, 50 inches; balance gear and geared level; balls to all wheels and pedals; Harrington's cradle spring and clip; eclipse saddle; one-inch tyres; enamelled plain black; would suit rider up to 160 lbs. weight; am getting one to carry 190 lbs. Price, \$110.00, on Cars at Ottawa.

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T. FANE & CO.'S

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We would call the attention of the Wheelmen of Canada that a Great 50-Mile Amateur Bicycle Race will take place in September next, which will be open to all riders of the **INVINCIBLE, CLUB and COMET** Bicycles.

SIX PRIZES

FIRST PRIZE, \$120 Machine, to the order of winner, with Medal.

FURTHER PARTICULARS WILL APPEAR LATER.

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THE AMERICAN CHALLENGE,
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and IDEAL BICYCLES.

STRONG and LIGHT ROADSTERS, NICELY FINISHED and ALL PARTS INTERCHANGEABLE.

A good Agent (a Dealer) Wanted
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*WHEELMEN!—Send for Illustrated Catalogue before buying
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COLUMBIA

→ BICYCLES AND TRICYCLES ←

STANCH AND RELIABLE ROADSTERS.

I take pleasure in adding my testimony to the claims which you set forth in the construction of the *Columbia* bicycle and tricycle.

I have ridden one *Expert Columbia* over 3,500 miles on country roads, and have never had any repairs of any description whatever to make upon it.

With its standard of rake, and your vibrating suspension saddle, I consider it *unequalled for safety* and long-distance riding. It is always in perfect order, if properly cared for, like any piece of machinery.

From the practical results which I determined by subjecting the different qualities of steel from which it is constructed, to the recognized standard of Government tests, I am free to assert that you may justly claim that the *Columbia has not its equal in quality of material and finish*; all of which is shown in the tabulated results in your possession.

I am, very respectfully,

F. J. DRAKE,

Lieut. and U. S. Inspector of Material.

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BICYCLE MEDALS

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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.


VOL. II.

LONDON, CANADA, JULY 15, 1885.

No. 12.

Victor Bicycles & Tricycles

SHOW THE BEST RESULTS OF ADVANCEMENT IN THE
CYCLE BUILDER'S ART.

<p>ALL STEEL, ALL INTERCHANGEABLE, FINEST MATERIAL, BEST WORKMANSHIP.</p>	<p>"VICTOR"</p>  <p>BICYCLE.</p>	<p>COMPRESSED TIRES, which cannot be torn from BOVIN'S BALL BEARINGS all over, including Pedals, &c FINISHED IN HARRINGTON'S ENAMEL.</p>
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IT IS TO YOUR INTEREST TO INVESTIGATE BEFORE PURCHASING.

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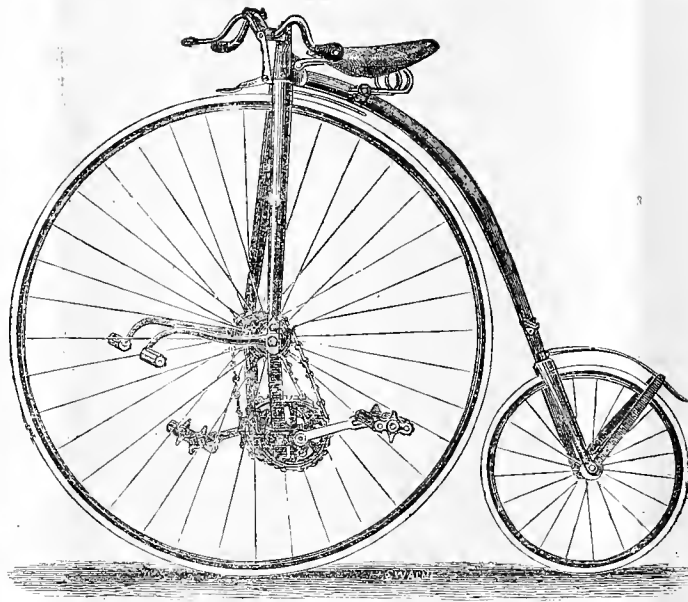
179 TREMONT ST., BOSTON, MASS., U.S.A.

CHAS. ROBINSON & CO.'S Dog Days' Bulletin.

22 CHURCH ST., TORONTO.

"Let dogs delight to bark and bite, so long as they keep away from our Bik."—Nursery Rhyme. JULY 15, 1885.

The RUDGE Safety Bicycle is noted for lightness and strength, combined with High-class Workmanship, to be found in no other Machines except the "RUDGE," which, up to the present, has no rival in the market.



THE NEW RUDGE SAFETY.

PRICE, complete with Ball Bearings, Ball Pedals and Foot-rests, \$110.

"I would give all my fame for a pot of ale and Safety."—Henry V.

* * *

630½ miles in 48 hours have been made on the Rudge Safety.

* * *

Nearly 3,000 have been sold in six months.

The Glorious First at Woodstock.

The Dominion Day meet of the Canadian Wheelmen's Association was a great success, and as the long line of wheels passed in procession, one got an idea of the popularity of the Rudge by the large proportion of Light Roadsters and American Ridges in use. Stratford, Seaforth, Simcoe, Hamilton, Woodstock and other clubs each had a number of members mounted on the old reliables. On the track, as on the Queen's Birthday, the Rudge Racers carried their riders to many a victory; in fact, a partial list of races won this season (see third column) is eloquent in favor of the Rudge.

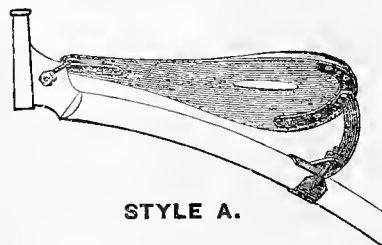
A WORD OF PRAISE

is due to the members of the Woodstock Bicycle Club, who displayed a willingness to oblige visitors that is greatly to be commended. They worked hard for a successful meet; they deserved it; they got it.

Bicycles in Court Before Judge Rudge.

Two dilapidated old bicycles were among the curious objects that appeared at the Police Court last week. A 52-inch British Challenge charged a 56-inch Premier with assault and battery, alleging that the defendant had maliciously run over the plaintiff, and then returned and rolled on top of him. The Police Magistrate, a 54-inch Rudge, charged them both with being quarrelsome cranks, who peddled their grievances in court-rooms and the street. He would have them remember that such brake-neck combats on the streets would not tend to cement a feeling of friendship among wheels. He saddled the responsibility for the trouble upon the B. C., however, and fined him \$10 and costs. The defendant then spoke, and claimed he was but axle-erating his speed when the plaintiff ran across his course, and being a tire-o, evidently, he lost his head when it was but a step to a collision, whereas he might have guarded against trouble by a quick spring to the ground. The Magistrate held that the defendant's remarks had no special bearing on his decision, and he compelled the prisoner to fork over the fine.

SADDLES & SPRINGS.



STYLE A.

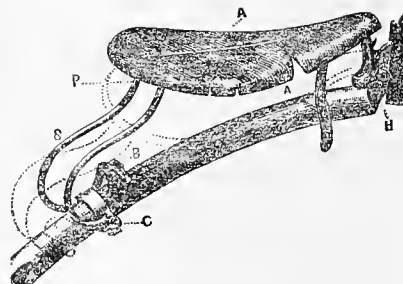
THIS REPRESENTS THE NEW

DURVEA SADDLE AND SPRING

COMBINED.

We are selling a large number of them, and those who use them pronounce them the acme of comfort and ease.

PRICE REDUCED TO \$4.00.



THIS IS THE

Lillibridge Saddle and Spring

—COMBINED,—

and fully equals the Durvea as a comfortable Saddle.

PRICE, \$6.00.

THE 1885 RECORD FOR THE RUDGE RACER.—25 VICTORIES.

During these days of keen competition among the manufacturers of wheels, especially racing machines, to have their make win, the following records won during the last few weeks on the Rudge Racer are more eloquent of its value on the cinder track than columns of argument:

CANADIAN—

- 1.—Clarke, the Champion, at Woodstock on the 25th of May, beating Lavender in the one-mile championship race.
- 2.—Clarke, also at Woodstock on the 25th of May, winning the Ontario five-mile championship race.
- 3.—Biette, at Woodstock on the 25th of May, winning the three-mile record race.
- 4.—Biette winning the four-mile handicap on same date.
- 5, 6.—Kent, at Newcastle on the 25th of May, won the one-mile handicap and hurdle race.
- 7.—June 18th, at Napanee, one-mile club championship race, won by A. R. Boyes on a Rudge Light Roadster.

DOMINION DAY MEET.

- 8.—One mile championship of Canada, won by Clarke, the champion.
- 9.—Five mile championship of Canada, won by Clarke, the champion.
- 10.—Half mile, without hands, won by Herbert Williams, of Woodstock.

AMERICAN—

- 11.—At St. Louis, Missouri, May 23rd, 1885, seven out of ten races were won on the Rudge.
- 19.—At Springfield, Mass., May 30th, on the Rudge Safety a mile was made in 3.06 2-5.

ENGLISH—

- 20.—April 4th, Fifty miles professional championship of the world, at Leicester, won on a 55 in. Rudge Bicycle, beating F. Wood and all the best men of the day.
- 21.—April 8th, One mile professional championship of the world, at Wolverhampton. The Rudge Bicycle was placed 1st, 2nd and 3rd.
- 22.—April 8th, Two miles "Safety" Bicycle handicap, open to the world, at Wolverhampton. The Rudge Safety was placed 1st, 2nd and 3rd.
- 23.—April 6th, One mile "Safety" race, won on a Rudge machine, at Liverpool, beating all other from scratch.
- 24.—April 13th, Ten miles professional championship of the world, at Leicester. The Rudge first.
- 25.—One mile amateur championship of the world, won by Sanders Sellers, at Birmingham, on June 13th.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMAN COMPANY, AT LONDON, CANADA.

Subscription Price:

ONE YEAR, IN ADVANCE - - - - \$1.00

W. KINGSLEY EVANS, London, *Editor*.
HAL. B. DONLY, Simcoe, *Association Editor*.
JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JULY 15, 1885.

EDITORIAL NOTES.

Where was Guelph? The Royal City is certainly not the Loyal City.

Montreal stands first chance for next meet. But Belleville is hungering after it.

The stars in their courses fight for the C.W.A., and brilliant weather is the only kind vouchsafed.

The postponed meet of the Chicago Bicycle Club Track Association will be held on July 25th.

Messrs. W. K. Evans, editor of THE WHEELMAN, and Mr. W. Begg represent London at the "Big Four" tour.

The manager of the "Big Four" tour, Burley B. Ayres, the indefatigable, is a Canadian, having been born near London.

Brantford paints the town red. Hamilton is content with painting its caps. And the red caps of the boys from the Ambitious City look well in parade.

Record races should be on the programme of every race meeting. They make an interesting event from start to finish, and prevent that abomination of abominations—a waiting race.

Good as the Woodstock track is, it is rather an exposed one, and the chances are much in favor of the wind. A high fence or a wind-break of trees would improve the track in this respect.

The retiring President, Mr. H. S. Tibbs, of Montreal, was a most efficient presiding officer, and did no small share of the work of placing the Association on its present firm footing.

The L.A.W. numbers 5000, the C.W.A. less than 1000. In Buffalo, the L.A.W. had 600 men; in Woodstock, the C.W.A. had 300. Not a bad showing for our little frost-bitten country, is it?

The three chief officers of the Association are journalists. 'Twas ever thus. Wherever there is any work to be done, and no emoluments, there will you find the newspaper men gathered together.

The Torontos well deserved the prize which they secured for the best representation. The pioneer club of Toronto has always done its duty

right loyally at meets of the C.W.A. Long may it reign!

While the total number of wheelmen present at the meet was slightly less than at Toronto, the gathering was a more representative one. Last year, in the Queen City, the two local clubs composed nearly one half of the wheelmen. This year no club had more than fifty men in line.

Unfortunately, the three Toronto clubs did not arrive in time for the Association meeting, which was delayed an hour. It would have been much better had these large and influential clubs, all loyal to the Association, been present, and had their proper voice in the business of the meeting.

The *Wheel*, a Yankee cycling journal with an anti-Canadian tendency, let itself loose some time ago, and prophesied that there would be more Canadians at Buffalo than at Woodstock. Now, the *Wheel* should go bury its prophesying talent. It's apt to trip people up if left lying around loose.

The re-acceptance of office by Mr. H. B. Donly is a fact of much interest to the Association. On the Secretary-Treasurer depends to a great extent the weal or woe of such associations, and the marvellous progress of the C.W.A. is the best possible testimony to the ability and value of Mr. Donly in his present position.

Manitoba had its representative at the meet in the person of Mr. A. J. Darch, of Winnipeg, Chief Consul for Manitoba. Alf is an enthusiastic wheelman, which goes without saying when the fact is considered that he came nearly two thousand miles to attend a meeting of the C.W.A. It was well worth the time and money, he declares.

The Brantford boys are a jolly set, but they carry their fun too far. Plug hats, eyeglasses and Jumbo badges may be very funny in their place, but that place is decidedly not in a parade of bicyclers. The rule of the Association, preventing riders joining in its parade unless dressed in proper bicycling costume, should have been enforced.

Woodstock and Woodstock's bicycle boys did nobly, and to the untiring work of Karn and Nesbitt and McLeod and White, and dozens of others, is to be ascribed in great part the success of the meet. Everything went off smoothly. All details had been properly arranged. Every visiting wheelman was treated as the guest of the Woodstock A. A. A., and now from Winnipeg to the St. Lawrence the story of Woodstock's hospitality has been told by the returning cyclers. Boys! give us a grip of your paw.

The L.A.W.'s new uniform was seen by many for the first time in Woodstock, and was greatly admired. In color, the coat and knickerbockers are a dark grayish-brown, with stocking of a darker shade. The coat has two wide pleats in front and back, and if worn long has a belt in addition. The cap is of the same color, and is of a neat pattern, with small peak. The C. W. A. should move in the matter of adopting a uniform, so that new clubs, and old ones changing their costume, could adopt the Association one if they desired.

All members of the Association will regret to learn that Mr. Geo. A. Mothersill, Chief Consul

for No. 3 District, discovered, after the races on Dominion Day in Woodstock, that several of the spokes of his tricycle had been filed nearly in two. It will be remembered that Mr. Mothersill entered for the championship tricycle race, and was only a few yards on his way when his wheel buckled, of course destroying his chances in the race. A strange accident, it will be remembered, also occurred to the machine which Mr. Clarke was riding, and there is ground for suspicion that "crooked work" was attempted in regard to both of these machines. Not a breath of suspicion, however, attaches to any one as yet. The lesson taught is that, at future meets, the safety of racing machines must be looked after closely.

Mr. W. G. Ross, of Montreal, winner of the Association championships in 1884, was in Woodstock for a week prior to the meet, preparing himself for the races. Only on Friday the distressing news reached Woodstock that a sister of Mr. Ross had fallen dangerously ill, quickly followed by the sad announcement of her death. Of course, Mr. Ross at once left for Montreal, carrying with him the heart-felt sympathy of hundreds of friends. But a few short months ago Mr. Ross mourned for a sister and a cousin, drowned whilst bathing, and now another dear one has passed away on almost as short a warning. Apart from the universal regret that Mr. Ross has been compelled to retire for a time from the race track, and far stronger than that regret is the heart-felt sympathy of the wheelmen of Canada with one who is liked wherever known, and whose success upon the racing track has never engendered any but the kindest of feeling even in the breasts of those whom he has defeated. No man could bear his honors more modestly than does W. G. Ross, and to no man in the bicycling ranks in Canada could heartier sympathy go out from his brother wheelmen than goes out to-day to Mr. Ross.

A WARNING.

Woodstock, July 9, 1885.

Editor CANADIAN WHEELMAN:

DEAR SIR,—Intending tourists will please take notice that the road from Galt to Woodstock, as reported in Guide Book, is unridable. Wheelmen determined to take the Galt route to Woodstock had better take the road from Ayr to Princeton, thence to Woodstock. Judging from reports, I should think the road from Hamilton through Brantford to here would be preferable to the Galt route. From Drumbo to Woodstock is newly gravelled nearly all the way.

W. A. KARN, C.C. Dis. No. 1.

THE CYCLER ON THE ASPHALT.

Gayly the bicycler
Glides o'er the tar,
Like a demigod olden
Astride of a star.

His girl at the casement sits
Watching his pranks,
While Sally, the cook, cries, "My!
Look at them shanks!"

THE C.W.A.

MINUTES OF THE ANNUAL GENERAL AND TWO BOARD MEETINGS.

THE SECRETARY AND TREASURER'S REPORT.

COMPLETE LIST OF OFFICE-BEARERS AND COMMITTEES FOR THE YEAR.

At 10 o'clock in the forenoon of the 1st July the retiring Board of Officers met in the Town Hall, Woodstock. There were present: Hdrace S. Tibbs, President, Montreal; J. S. Brierley, Vice-President, St. Thomas; H. B. Donly, Sec.-Treas., Simcoe; Geo. A. Mothersill, Chief Consul, Ottawa; A. J. Darch, Chief Consul, Winnipeg; Lloyd Harris, Brantford and W. G. Eakins, Toronto, Representatives.

The minutes of the annual Board meeting, held in Montreal on the 10th April, were read and confirmed.

The Racing Board presented a report containing a certified copy of the Racing Rules recently prepared and published by their orders.

The Membership Committee reported—That S. G. Retallack, of the Belleville Ramblers, had been expelled from that club, and had been suspended from membership in the C.W.A., and asking that his case be heard by the full Board. They also reported the resignation of Mr. W. G. Hurst, of the Toronto Wanderers, to join the professional ranks, and presented a request from the Wanderers that they be allowed to elect Mr. Hurst an honorary member of their club. The report was, on motion, received, and ordered to be placed on file. The application of the committee to have Mr. Retallack's case heard by the full Board was granted. A motion was passed declaring it be the sense of the Board that the request of the Wanderers was one not in the province of the Association to grant, the matter being one with which the Wanderers themselves had the sole right of dealing.

Mr. R. H. Fenwick and Geo. E. Reid, of the Ramblers, of Belleville, were heard on behalf of their club, in reference to the expulsion of Mr. Retallack. Mr. Retallack appeared upon his own behalf. After the hearing of both sides, a resolution was introduced and passed, recognizing the right of the Ramblers' Wheel Club to expel any member for conduct which it considered to have merited such expulsion, but declaring that in the opinion of the Board the reasons that led to the expulsion of Mr. Retallack from the Ramblers' Wheel Club affected only Mr. Retallack and that club, and were not of such a character as to warrant the interference of the Board, and consequently the suspension of Mr. Retallack be withdrawn, and the Secretary be instructed to reinstate him to good standing in the Association.

On motion, the meeting adjourned.

HAL. B. DONLY,
Sec.-Treas.

THE ASSOCIATION MEETING.

At ten minutes to twelve o'clock noon, after having waited from before eleven o'clock for the arrival of the trains from the east containing large delegations of wheelmen, the Annual General Meeting of the Association assembled in the Town Hall, Horace S. Tibbs, Esq., President, in the chair. About one hundred and twenty-five members were in attendance.

The minutes of the last meeting were read and confirmed.

The Secretary-Treasurer presented the two following reports:

TREASURER'S STATEMENT.

The Canadian Wheelmen's Association in Account with Hal. B. Donly, Treasurer.

Dr,

Total amount received from membership fees and sale of Guide Books	\$422 20
Check from Meet Committee, 1884...	111 36
	<u>\$533 56</u>

CR.

Postage	\$ 21 72
Printing :	
<i>Free Press</i>	\$29 00
<i>Norfolk Reformer</i>	47 50
	<u>76 50</u>
Secretary's Testimonial	50 15
CANADIAN WHEELMAN Grant	48 00
Maps	30 85
Travelling Expenses of Secretary	4 25
Roll Book, Electros, etc. etc.	20 50
Telegraph Account	2 36
Express	0 60
Exchange	1 00
Assistance	1 25
Stationery	4 60
	<u>\$261 78</u>
Balance in hand	271 78
Total	<u>\$533 56</u>

June 30th.—Examined, certified by vouchers, and found correct.

D. A. WHITE, } Auditors.
S. WOODROOFE, }

SECRETARY'S REPORT.

To the Members of the Canadian Wheelmen's Association :

GENTLEMEN,—As imposed upon me by the By-laws of our Association, I have much pleasure in presenting to your consideration a short resume of the work of the past year.

In my last report I was happy in being able to report to you a total membership of 706, to-day I find that this total has swollen to the very satisfactory number of 905. In addition, last year we carried over as good for another year, under clause 25 of the By-laws, some three hundred members, while this year there are of these fully a hundred less.

The second annual meet of the Association, held in Toronto last year, was a most successful affair, and, from the publicity given it through the press of the Dominion, did much to further our prosperity and our reputation in the country. It also was the means of placing in the Association treasury the handsome sum of \$112.

During the season of 1884 we had the satisfaction of seeing a complete set of records up to five miles made for Canada. While they were scarcely to be called creditable as to their fastness, still it has proved of great advantage to the bicycling public of the country to have had records established, made under auspices and rules that are unimpeachable, while the placing of our Dominion championships in the care of a reputable body and upon a sure foundation has removed a great stain from the sport in Canada.

We have entered, we hope, this year upon a most prosperous racing season, and it is my earnest desire to see, when the sun is going down to-night, a Canadian record table that, in addition to being systematized and established beyond cavil, will be one that will redound to the glory of our racing men and do credit to our country and Association.

Your officers did not deem it advisable to issue a new Guide Book this spring. It is intended, however, to bring the matter before the new Board at once, and the probabilities are that this winter the work will be undertaken with the view of its publication early next season. In consequence, we would urge upon all Association members, but more especially upon our Local Consuls, the advisability of keeping correct details of all touring they may do; all such information will prove invaluable as soon as the editors get to work. Parties intending to do any touring should apply to the Secretary of the Association for blank route slips.

As, no doubt, all of you are aware, the Board of Officers last year appointed THE CANADIAN WHEELMAN, of London, the official organ of the Association. I think this appointment has proved a most fortunate one. Under its pres-

ent management, THE WHEELMAN has grown into a most creditable and interesting cycling journal. I cannot too strongly urge upon all the members present the importance of subscribing to it.

As provided by the By-laws, I held an election in the months of April and May last for the offices of Chief Consuls and Representatives in the several districts. The result of this election, as already given to you in the columns of the official organ, is as follows:

CHIEF CONSULS.

- No. 1.—W. A. Karn, Woodstock.
" 2.—Fred. J. Campbell, Toronto.
" 4.—J. H. Low, Montreal.
" 5.—A. J. Darch, Winnipeg.

REPRESENTATIVES.

No. 1.—C. H. Hepinstall, St. Thomas; W. G. Tisdale, Simcoe; J. C. Hay, Woodstock; S. Roether, Port Elgin; R. N. Ballantyne, Stratford.

No. 2.—R. T. Blachford, H. Ryrie, Toronto; R. J. Bowles, Brighton; H. C. Goodman, St. Catharines.

No. 4.—J. D. Miller, Montreal, Que.

No. 5.—W. N. Matthews, Man.

In District No. 3 there were no nominations, and the vacancies must be filled when the new Board meets.

The maps which were prepared under the orders of the editors of the Guide Book last spring to accompany that publication, did not meet with the sale that was hoped for them, probably owing to the lack of proper means of advertising them. This spring, by the direction of the Board of Officers, they were purchased by the Association, and distributed free to the members as far as they would go. Many very hearty words of praise have been accorded them, and they seem to have met with a most enthusiastic reception from the members.

Our contract for the manufacturing of gold and silver badges was made in such a way that in order to get them at a price that would allow us to sell them at the figures charged without a loss, we had to give an order each time for twenty-five. It was found impossible to comply with the condition, and as the manufacturers exacted it, we were, in consequence, compelled to raise the price for lots of less than twenty-five to \$3.50 and \$1.50 for gold and silver respectively.

During the year past, I have written and received about 1000 communications; held the annual elections; received into my hands \$533, and paid out \$261; and have, to the best of my ability, performed all other duties in connection with the office.

All of which, gentlemen, is most respectfully submitted.

HAL. B. DONLY,
Secretary C.W.A.

Both reports were, on motion, received and adopted.

Mr. Payne, of London, moved that Mr. Geo. A. Mothersill, of Ottawa, be President for the year 1885-6.

Mr. Eakins, of Toronto, moved that Mr. J. S. Brierley, of St. Thomas, be President.

Mr. Mothersill withdrew in Mr. Brierley's favor. The President appointed Messrs. Darch, of Winnipeg, and Tisdale, of Simcoe, scrutineers.

Mr. A. W. Donly, of Simcoe, moved, seconded by Mr. W. G. Wallace, of Simcoe, that the Secretary cast one ballot for Mr. Brierley. Carried.

Mr. H. B. Donly nominated Mr. W. G. Eakins, of Toronto, for Vice-President.

Mr. W. K. Evans, of London, moved, seconded by Mr. E. Heal, of St. Thomas, that the Secretary cast one ballot for Mr. Eakins. Carried.

The scrutineers reported a majority of votes cast for Messrs. Brierley and Eakins for the offices of President and Vice-President respectively. The President declared them duly elected. Both gentlemen briefly expressed their thanks.

On motion, the meeting adjourned.

HAL. B. DONLY, Sec.

A. T. Lane, Montreal..... 1
J. Clench, St. Catharines..... 0
G. A. Mothersill, Ottawa..... 0
Time, 1st quarter, 1.06 2-5; 2nd, 2.20 3-5; 3rd, 3.20. Mile, 4.18 3-5.

One Mile, Open to the World.

This proved to be a good race. Munger went off followed by Foster. The first lap was finished in the order of Munger, Burnham, Foster, Low. Craib took a header on the home stretch, Burnham took the lead on the second lap, and Foster, by passing Munger, took second place. Foster was doing admirably, and he now got down to collar the noted Massachusetts flyer.—Low had taken third place, but it settled down to a race between Burnham and Foster, of the Wanderers. On the last lap, however, Burnham spurred, and Foster thought second place was good enough for him by about a dozen yards. Burnham is the champion tricyclist of America.

E. P. Burnham, Newton, Mass..... 1
F. Foster, Wanderers, Toronto..... 2
G. S. Low, Montreal..... 3
L. D. Munger, Detroit, Mich..... 0
John Craib, Summerville..... 0
Time, 1st quar., 46; 2nd, 1.33 2-5; 3rd, 2.17 3-5. Mile, 3.4 1-5.

Five Mile Championship.

This again brought Clarke and Davies together, and the interest centred in the uncertainty as to whether Clarke possessed endurance in addition to the speed he had previously shown. The race decided the moot point very effectually. Clarke went off first at a slow pace. On the second lap Davies drew ahead and the pace grew warmer. On the third lap Clarke came up on the home stretch and passed Davies, maintaining his lead at the finish of the first mile. Time, 3.39 2-5. On the fifth lap Davies displayed a beautiful burst of speed and crossed the line leader by a few feet. This order was maintained till the end of the second mile (time, 6.50 2-5), when Clarke made an effort to forge ahead, but Davies held his own. This was repeated on the tenth lap, but Davies evoked loud cheers by maintaining his lead.—Three miles were completed in the same order (time, 10.12) and there was an exceedingly pretty and hot race until the last lap, when Clarke in one of those phenomenal exhibitions of speed drew away from his opponent easily and finished the winner by several yards amid enthusiastic cheering. Davies was also the recipient of hearty cheers. The championship record of last year (W. G. Ross, 17.14 1-5), was lowered, but again Clarke did not lower his own record.

H. W. Clarke, Woodstock..... 1
H. P. Davies, Toronto..... 2
Time, 16.55 2-5.

One Mile Safety (Stars barred).

Fane had this race all his own way, but a very pretty contest for second place occurred between Dance of St. Thomas, and McKay of Seaforth. It was Dance's first race, and his defeat of McKay was very creditable to him.

T. Fane, Toronto..... 1
A. E. Dance, St. Thomas..... 2
W. C. McKay, Seaforth..... 3
Geo. H. Hill, Toronto..... 0
W. G. Robinson, Montreal..... 0
Time, 3.19 4-5.

Two Mile Green (Road Machines).

A. Patterson, Thorold..... 1
F. M. Knowles, Toronto..... 2
A. E. Chestnut, Woodstock..... 3
C. H. Bixby, St. Catharines..... 0
A. E. Dance, St. Thomas..... 0
Time, 7.4 1-5.

Five Mile, Open to the World.

This race was looked forward to as one which would show what the Canadian champion could do against such a well-known racer as Burnham, and demonstrate, many thought, Clarke's ability to beat him. The first mile was finished with Burnham, Clarke and Munger, in these positions (time, 3.25 3-5). On the fifth lap Munger went ahead of Clarke, who shouted out that there was

something wrong with his little wheel. He continued to follow them however. The second mile was finished in 6.42 2-5. On the thirteenth lap Clarke's little wheel gave way, one of the forks breaking, and he took a header out of the race unhurt. Burnham then won as he pleased, with Munger nearly a lap behind.

E. P. Burnham, Newton, Mass..... 1
L. D. Munger, Detroit..... 2
H. W. Clarke, Woodstock..... 0
Time, 16.35 1-5.

Two Mile Barred Race.

Lambe, Chisholm and Craib dropped out during the race and the third lap was finished in the following order:—McKay, Foster, Fane. On the fifth lap Cooper passed Fane, taking third place, but did not hold it. The Seaforth man rode well at the front and was thought by some to have the race, but on the last lap Foster showed up in a tremendous burst of speed and fairly ran away from McKay, winning in the fastest 2-mile time ever made in Canada, it being almost half a minute better than Low's time at Toronto last year, 6.57 1-5.

F. Foster, Toronto..... 1
W. C. McKay, Seaforth..... 2
H. Biette, Woodstock..... 0
T. Fane, Toronto..... 0
L. B. Cooper, Belleville..... 0
John Craib, Summerville..... 0
J. Lambe, London..... 0
W. S. Chisholm, London..... 0
Time, 6.28.

Two Mile Without Hands.

Williams rode very fast and won easily. Teetzel fell, and claimed a foul, but did not press the claim.

H. Williams, Woodstock..... 1
D. B. Holden, Montreal..... 2
W. H. Brown, Toronto..... 0
J. Teetzel, St. Thomas..... 0
Time, 1.24 2-5.

Ten Mile, Open to the World.

Biette set the pace. On the 11th lap Munger went to the front, but he was headed by Davies at the close of three miles. The pace was pretty hot, and it was seen that what was perhaps the best race of the day was on. All the men were riding well and together. On the 15th lap Munger was again leading, with Biette second and Davies third. On the 19th lap McKay had second place. The second five miles was entered with Biette leading, McKay second, and Davies third, Campbell riding well upon them. Davies led at the close of sixth mile, Munger second, Biette third. On the 25th lap Campbell passed the Detrouer, taking second place. From seven miles to the finish the race lay between Davies, who led, and Campbell, who followed him closely. But Davies was riding in his best form, and on the last lap drew away magnificently, winning a magnificent race. Biette was third. Following is the time by miles:

1st.....3.28 3-5	6th.....20.29 2-5
2nd.....6.56 1-5	7th.....23.50
3rd.....10.20 2-5	8th.....27.12 1-5
4th.....13.43	9th.....30.35
5th.....17.4 3-5	10th.....33.43 4-5

H. P. Davies, Toronto..... 1
F. J. Campbell, Toronto..... 2
H. Biette, Woodstock..... 0
W. C. McKay, Seaforth..... 0
L. D. Munger, Detroit..... 0
Time, 33.43 4-5.

This race closed the successful meet of the C. W. A. for 1885.

Charles Robinson & Co., of Toronto, showed their usual enterprise at the Woodstock meet of the C. W. A., by erecting a booth and exhibiting a full line of bicycle sundries. A new department, advertised by a placard, consisted in "a free lemonade distillery for wheelmen; and court-plaster and arnica applied by a bicycle doctor." Fortunately, however, the latter articles were not required.

Three valuable gold and three silver medals are offered as prizes in the bicycle races at the sports in Stratford on July 22.

Wheel Tracks.

Mr. Arthur Langford, of Ingersoll, has been touring it from that town to Buffalo.

Forty-five Belleville Ramblers have membership in the Canadian Wheelmen's Association.

St. Catharines boasts of four tricycles, and wheeling is reported as looking up in that city.

In 1883 New York State had 250 wheelmen as members of the L. A. W. There are now 1,300.

It is estimated that there are 50,000 wheels now in use in the United States. And the number is constantly growing.

People smile when they look at the "Kangaroo" wheel. It looks as though its growth had been stunted in its youth.

H. W. Clarke, of Woodstock, who holds the one mile and five mile championships of Canada, is only 18 years of age. His racing weight is 160 pounds.

It is intended to hold a great 50-mile amateur bicycle race in Toronto during September next. Six prizes will be offered, the first being a \$120 machine to the order of the winner.

Lawrence Fletcher, who started to beat the tricycle record to John O'Groats, made the distance in 8 days, 5 hours and 20 minutes, thus beating Nixon's time by 6½ hours (890 miles).

Ward & Davies, some little time ago, engaged heavily in the manufacture of bicycles in Montreal, and invested about \$5,000 in plant and stock, but found a poor sale for them. They have assigned.

During the past year the L. A. W. received \$4,686.44, and disbursed in that time \$3,688.59, leaving a balance of \$997.85. 2,742 applications for membership were received during 1884-5, and of these 2,698 were accepted.

In a contest at Lynn, Mass., W. A. Rhodes beat the fifty-mile road record of 3 hours, 54 minutes by covering the distance in 3 hours, 44 minutes, 50 seconds. C. O. Danforth, of Cambridge, Mass., also beat the previous record by 35 seconds.

Prof. Green, of the Belleville Deaf and Dumb Institute, himself a deaf mute, started from Prescott early Tuesday morning, on a bicycle, and arrived at Ottawa before noon, a distance of sixty miles. He started from Belleville two weeks before, and made the entire distance on wheels. He reported the roads in excellent condition.

A bicycle club was organized at Niagara Falls, Ont., July 8, to be known as the International Waders. The following officers and members were duly elected:—John Robinson, president and captain; L. P. Dayton, jr., of Suspension Bidge, N. Y., secretary and treasurer; John Bampfield, W. J. Murray, Chas. S. Randall, R. Lawrence, F. Hill, R. P. Skinner, M. Fralick, G. Howard, N. H. Kimball, E. C. Whitney.

The new grounds of the Athletic Club-house Co., Cote des Neige, Montreal, were opened on July 4th. The programme included a bicycle race from the club-house on Mansfield Street, to the grounds, five miles, more or less, all up hill, which was won by W. A. Murray (who had a handicap of 4 minutes), in 20.59, with G. S. Low (scratch) second, being about 17s. behind; W. McQuaid (scratch) third. The grounds are beautifully situated, and are certain to become a popular resort.

J. Bowman, of the Oakland (Cal.) Bicycle Club, has recently made two bicycle runs, one of 20 and the other of 24 hours' duration, with an interval of 11 hours' between, commencing at midnight, May 30, and ending June 2, at 6.47 a.m. In the first run 167 miles were covered, and in the second 200 miles, a total of 367 miles ridden during the whole trip. The time from starting to ending was 54 hours and 47 minutes, or two days and two and a half nights, one of the nights being occupied in sleep.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.Vice-President—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.Secretary-Treasurer—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HAL. B. DONLY, Simcoe,

Sec. Treas. C. W. A.

APPLICATIONS FOR MEMBERSHIP.

Montreal Club, add 11—

C 0172, E W Barlow C 0178, T Morrison
C 0173, J T Barlow C 0179, J H Major
C 0174, G Darling C 0180, N L Lusher
C 0175, R E Dyer C 0181, J A Lowe
C 0176, G C Haldemand C 0182, J V Wilson
C 0177, A Howell

St. Thomas, add 14—

C 0190, M Martin C 0200, Jas Stewart
C 0192, V Davis C 0201, A Dance
C 0193, John Stewart C 0202, A Campbell
C 0194, J Hill C 0203, CH Henderson
C 0197, J E Egan C 0204, J O'Dell
C 0198, J D Hackney C 0205, H J Broderick
C 0199, George Ingram C 0227, T E Hanlin

Simcoe Club, add 2—

C 0221, Harry Marlatte C 0222, S North

St. Catharines Club, add 11—

C 0234, Johnson Clench C 0240, Mr Bayley (Niagara)
C 0235, A Patterson C 0241, E Goodman
C 0236, J Chaplin C 0242, E Smith [M D
C 0237, B Fairfield C 0243, J Thompson
C 0238, R Ballie C 0244, A Camp
C 0239, C McGhie

Ramblers' Wheel Club, Belleville, add 17—

C 0273, S T Greene C 0282, Fred Foster
C 0274, E Richardson C 0283, J B Wilson
C 0275, Harry Price C 0284, James Bonar
C 0276, Fred Macoun C 0285, D S Canniff
C 0277, T Hagerman C 0286, W A Lingham
C 0278, Chas Nicholson C 0287, A Duncan, jr
C 0279, Fred B Hope C 0288, Jas Flemming
C 0280, T McCormack C 0289, John James
C 0281, W H Biggar

Unattached, add 2—

C 0223, Thos C Watson C 0224, Jay J Ross
(Newmarket) (Markham)

Paris Club, add 2—

C 0298, Paul L. Scott C 0294, Fred. Brown

Unattached, 2—

C 0290, Alf. D. Symons C 0295, Thorn. Huyck
(Toronto) (Pt. Colborne)

RENEWALS OF MEMBERSHIP:

Montreal Club.....41 St. Catharines Club.. 6
St. Thomas Club....10 St. Marys Club..... 1
Simcoe Club.....15 Ramblers, Belleville..28

THE L. A. W.

SIXTH ANNUAL MEET AND RACES.

The League meet, which took place in Buffalo on the 2nd and 3rd of this month, may, when compared with any of its predecessors, be fairly called a success; but if it is to be judged by the high-flown expectations which have been entertained for it during the past three months, we must certainly decline to accord to it that meed of praise. Confidently, we have been told by the interested parties that there would be fully 1,500 wheelmen ready to fall in promptly under the various division officers, upon the word of command being given by the Chief Marshal, President Beckwith, while to have expressed a doubt of there being over 1,000 present, would have been to have set one's self down among such cranks as those who believe the world is flat.

But, alas! despite all the infallible assurances, Old Probabilities stepped in and busted their calculations to pieces. Less fortunate in their selection of a day than we, rain poured down all Thursday, keeping scores away from Buffalo altogether, and bringing the total attendance of wheelmen down to about 600, and doing much to mar the pleasure of those who did attend.

But it's an ill wind that blows nobody good, and the rain proved the welcome cause of the business meeting being the largest, best organized and conducted of any in the League's history. Much business of importance was transacted. The feature of the meeting, however, was the enthusiastically-unanimous manner in which the League sat down upon the attempt to allow professionals in its membership, and at the same time clenched this resolution by passing a very much more stringent amateur law than the one heretofore in force. Dr. Beckwith, of New York, was re-elected, for the third time, President of the League. Mr. Stephen Terry, of Hartford, was promoted from the Treasurership to the Vice-Presidency, while Mr. E. P. Rendall, of Worcester, Mass., and Mr. E. M. Aaron, of Philadelphia, were elected Treasurer and Secretary-Editor respectively.

The second day dawned gloomily and lowering, but in two hours old Sol had forced itself through the rain-charged clouds, while a gentle breeze blew the scattered pieces out over the lake, leaving a sky of unspotted blue to greet the early-rising wheelman, as he popped his head out of the window to size up the prospects for the day.

Ten o'clock sharp, read on the programme as the hour for the starting of the great parade; but the L. A. W. is like every other thing under the control of unpunctual man, and it was half-past eleven before the head of the line passed down Franklin Avenue on its sixteen-mile run through magnificent streets of asphalt pavements, hard and smooth as polished marble; and on, out through beautiful parks with gloriously smooth gravelled driveways, until a pleasant spot is reached, where machines are stacked, and the wheelmen, grouped upon a side hill, are photographed. A hasty lunch is provided, consisting of sandwiches, washed down with copious draughts of lemonade, generously provided by the Buffalo boys, and then all wheel back to the Genesee and Tift Houses for dinner. That important ceremony concluded, we wheel out once more our trusty 54 and make for the Driving Park, where we, in company with 3,000 others, witness some very interesting races, as follows:—

One-mile bicycle, club championship.—Three starters; 1st in 2 heats, J. S. Hedge; 2nd, C. W. Adams. Time, 3.21.

One-mile bicycle, L. A. W. championship.—Six starters—G. M. Hendee, G. Webber, W. Band, A. G. Schaefer, A. B. Rich and J. Powell. 1st, G. M. Hendee; 2nd, G. Webber, by a yard. Time, 2.44.

One-mile tricycle, L. A. W. championship.—Two starters; E. P. Burnham, 1st; Neil Campbell, 2nd.

Three-mile bicycle, L. A. W. only.—Seven starters; 1st, N. H. Van Sicklen, of Chicago; 2nd, Rich, of New York; 3rd, Land, of Rochester. Time, 9.34 2-5.

Five-mile, professional.—One entry, Asa Dolph. Time, 3.04 2-5.

Two-mile bicycle, open.—Twenty entries, 12 starters, 5 prizes; 1st, E. P. Burnham; 2nd, N. H. Van Sicklen; 3rd, H. Clarke; 4th, F. Foster; 5th, A. B. Rich. Time, 5.57 4-5.

NOTES.

The wind was blowing a gale down the home stretch, and, considering this fact, some of the times made were splendid. Hendee's 2.44 would have been much under the record with no wind.

There were some 50 Canadian wheelmen in the parade, including representatives from Montreal, Woodstock, Seaforth, Simcoe, Stratford, Toronto, Belleville, Mitchell, St. Thomas, Hamilton, Kincardine, Newcastle, and other clubs. There were many more in the city, but the misunderstanding in reference to the place the Canadian riders were to occupy kept many out of the parade.

President Brierley, Ex-President Tibbs, and Secretary Donly, of the C. W. A., occupied places on the judges' stand.

The banquet in the evening was attended by about 200 wheelmen. It was scarcely up to the mark, and we heard considerable fault finding in regard to it. The toast to the C. W. A. was happily responded to by President Brierley.

Karl Kron was not to be found at Buffalo. For the first time since the formation of the League, he made no effort to attend its annual parade. The compelling cause of his absence seems to have been this: the citizens of New York arranged a great celebration in honor of his successfully completing the canvass for "X.M. Miles on a Bi." This grand finale happened at noon on the Fourth of July. "I then enrolled NO. 3000 on my subscription list," writes K. K., "while the hallo and cannons proclaimed the glad tidings to the remotest corner of the city. In the evening Washington Square was brilliantly illuminated, and the trustees of the University Building decided immediately to advance their rate for rents. I call on Canada to offset this unrighteous act by promptly pledging 300 names more for my list! After publication-day, in September, the price will be inexorably advanced to \$1.50."

In the Big Four Race, Stone was the first to arrive at Kingston, making his 100 miles in 8:28:00; Monger second, time, 9:00:30; Webster third, time, 9:06:30. Westervelt left Napanee at 6.45. The main body of wheelmen arrived at 6, and received a hearty reception from the citizens.

Mr. A. F. Webster has resigned the Captaincy of the Toronto Bicycle Club under pressure of business.

Mr. McKenzie Bowell, Minister of Customs, has instructed his Collectors of Customs to admit bicycles and tricycles accompanied by the owners, as under the restrained regulations provided for travellers theicles.

OUR CLUBBING OFFERS.

WE are pleased to state that arrangements have been made whereby the following journals may be procured jointly with THE WHEELMAN at the figures specified below:—

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" and Bicycling World,	2 25 "
" and Grip,	2 00 "
" and Cyclist & Athlete,	2 00 "

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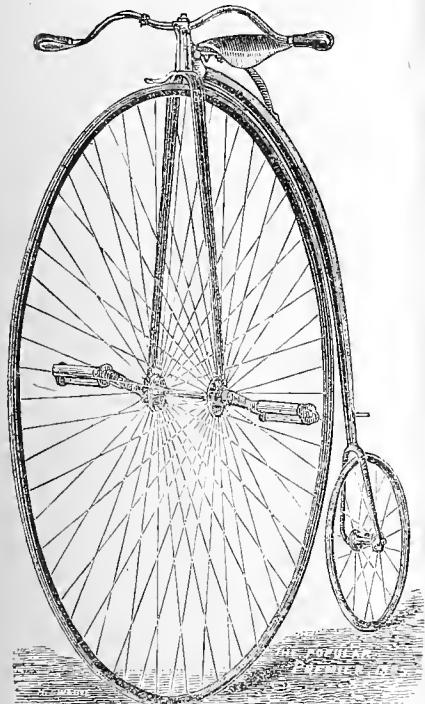
✻The Canadian Wheelman✻

PUBLISHED SEMI-MONTHLY

DURING THE SUMMER MONTHS.

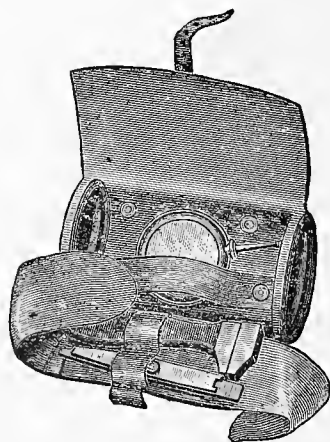
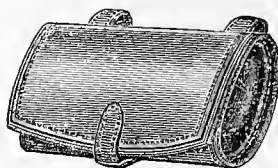
A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



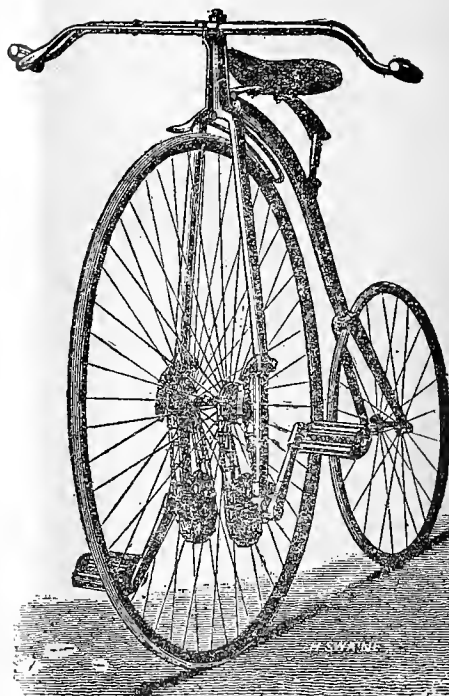
This machine has been greatly improved since last season, but price remains the same.

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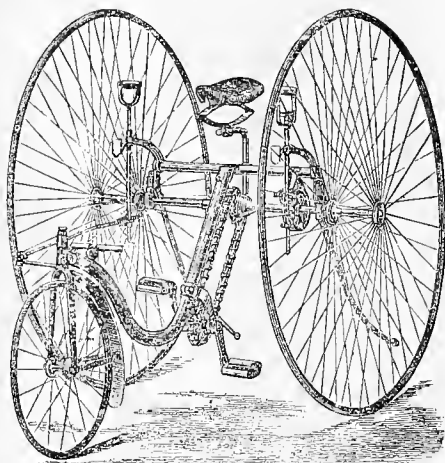
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

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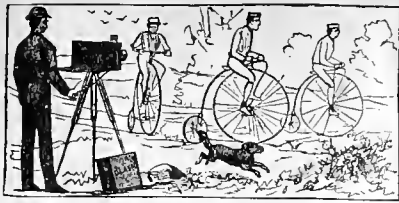
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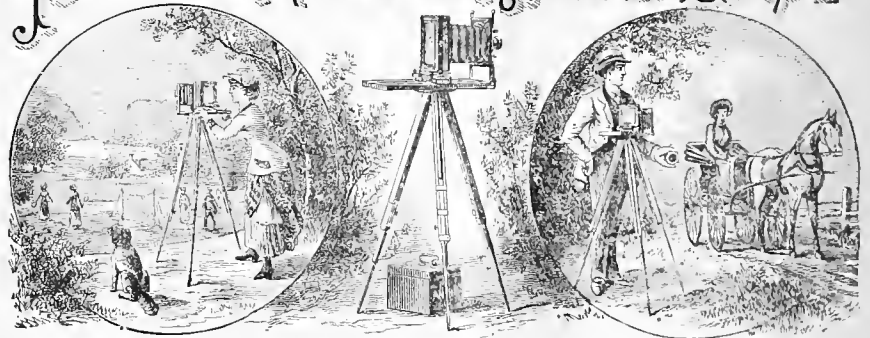
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I am, very respectfully,

F. J. DRAKE,

Lieut. and U. S. Inspector of Material.

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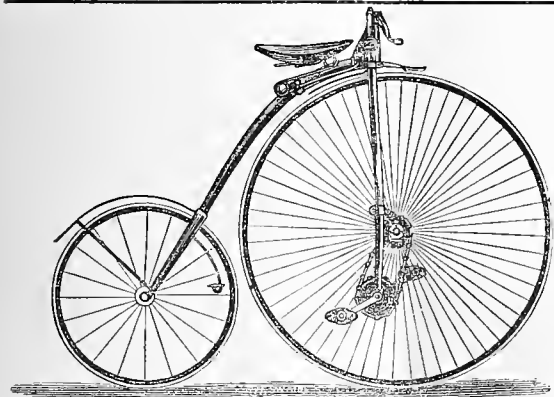
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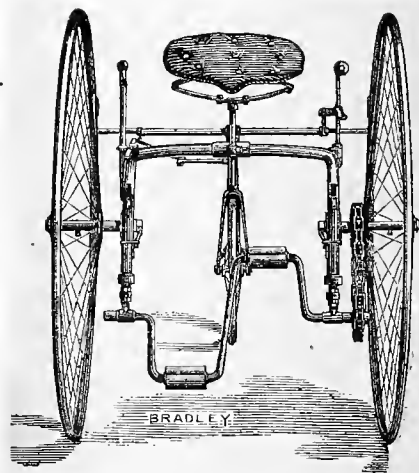
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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. II.


LONDON, CANADA. JULY 30, 1885.

No. 13.

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HAL. B. DONLY, Simcoe, *Association Editor*.
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All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, JULY 30, 1885.

THE L.A.W. AND THE PROFESSIONALS.

At its late annual meeting the League of American Wheelmen, we are pleased to see, put its foot down emphatically on an attempt to include professional riders in the ranks of the League. The effort was strongly supported by a number of the leading members of the League; but for all that it received its quietus in a manner that showed there was no sympathy with the movement in the ranks of the wheelmen generally. And properly so, as we think. The professionals are all right in their place, but that place is assuredly not within the lines of such associations as the L.A.W. or C.W.A., the vital reason for whose existence is that they may control the *amateur* wheelmen of the two countries—men who ride for health and pleasure, and who desire an organization of a fraternal and social character, which shall not only frame rules for the guidance of meetings of wheelmen, but be a means of bringing brother riders of the wheel together in friendly intercourse. To introduce into such societies the professional element is to make discord of harmony, and to lower the wheelmen of the country, in the eyes of the people generally, to the level of men who make their living by riding. Not that men who ride for money may not be as honorable and square fellows as any that ever bestrode the pigskin, but their associations are against them. The professional athlete has come to be looked upon as a man not to be implicitly trusted, and in too many instances he has brought this damaging suspicion deservedly upon himself. It is not for the amateurs of the continent to undertake to make him clean. To put their seal upon the rejection of the proposed innovation, the League made their definition of an amateur more stringent that it was before.

These dog days are sufficiently enervating to make the most persistent wheelmen inclined to allow his steed and himself to rest. Those who have courage enough, however, to arise with the sun, and get in their work before he is high in the heavens, receive the truest pleasure out of the wheel, even in these August days.

It is surprising to see the ignorance displayed by such leading papers as the *Toronto Mail* and the *London Free Press*, regarding bicycling in general. In a recent issue, the *Free Press*, in answer to a correspondent, stated that a bicycle had no right to the roadway, not being established as a vehicle; and in a subsequent issue it published an extended article, censuring wheelmen for riding on sidewalks and side-paths, and stating that the road was the proper place for bicycles. The *Mail* frequently applies the word "Wheelmen" when referring to "Wheelmen."

Complaint has been made by some of the Toronto prize-winners, at the recent meet, that several of the prizes given were less valuable than advertised. It is to be hoped that such was not the case, or that there was some misunderstanding. There is no absolute necessity that any specific value should be placed upon the prizes given at Association meets, as the races are not for pecuniary value, but for honor. At the same time, if the value is stated, it should not be overstated.

EDITORIAL NOTES.

Still the Englishmen lead the records. Mr. Appleby, of the Bowdon C.C., set himself the task of riding 200 miles under 24 hours, on Thursday, July 2nd, on a Sparkbrook Tricycle (Humber pattern) roadster. He started from Dunham Massey at 3.15 a.m., and arrived back at 2.10 a.m. on Friday, having covered over 208 miles, including 3½ hours stoppages on the road. And the Englishwomen are not far behind. Mrs. Allen, of Birmingham, has just ridden 200 miles exactly in 24 hours.

The English one-mile tricycling record for 1885 is held by P. Furnival, of the Beretta C.C., a young fellow who never before ran in a tricycle race. The time, 2.58 1-5, very few of our two-wheel flyers can equal.

A machine which is finding considerable favor in England, has rubber plates on the bearings of the large and small wheels, and wherever vibration can be lessened by their use.

ENGLAND'S LATEST FLYER.

Since the days of Cortis, no rider has appeared in England who attained to anything like the enviable position now occupied by M. Webber, Isle of Wight. Cortis' grand way of running down his men, his dashing style, and seemingly limitless speed made him the observed of all observers, and after making all the old records look slow, and bewitching the English, he retired and went to Australia. But his memory was kept green, and everything was judged by the "Cortis" standard. Last Fall, a brawny son of the North came down to London, and by his brilliant achievements he soon shadowed, if he did not usurp, the place of the idol. We refer to R. H. English. This grand rider had a habit of going from start to finish, breaking up his competitors and the records. When he rode his two miles in 5.32, and his 20 miles in 59.06 3-5, we awarded him the

palm, and we were fully convinced that it would be many a day before an amateur or a professional, for that matter, would discount his remarkable doings.

But several weeks back, a novice named Webber won a London handicap, actually running away from the scratch man. They pulled him back, and again he spread-eagled the field. They scratched him, and again he catches the judges eye first. Then as a last resort they lengthen the starts, and those who were scratched with him are now placed in front of him. Since his win in the 5-mile championship, the racing public have gone Webber-mad. It seems as if no one at present on the path can stop him from one to five miles, and what he can do in the longer distances remains to be seen. Truly is he a Webber, for he has caught the English flyers in his web. He can sit in his corner for the rest of the season and sing: "Will you walk into my parlor."

THE TORONTO BICYCLE CLUB.

A special meeting of the Toronto Bicycle Club was held on Tuesday evening, July 21st, at the Club rooms, Vice-President Lailey in the chair. Nominations for the vacant office of Captain were made as follows: Messrs. Campbell, Langley, Cox and Blachford. The election will be held at the next regular meeting, in August. A regular club run in the evening, in lieu of one of the morning runs, was recommenced, the day to be fixed by the road officers. The event of the evening was the presentation to the retiring Captain, Mr. A. F. Webster, of the handsome clock won by the club at Woodstock, on Dominion day, accompanied by the following address, illuminated with unique skill, and handsomely framed:—

To ALEX. F. WEBSTER, Esq., Captain Toronto Bicycle Club:—

DEAR SIR,—The officers and members of the Toronto Bicycle Club, feeling that the great success of the club during the past season, and its present high standing, have been mainly due to your energy and selfless desire to express to you their esteem for yourself, and their appreciation of the efforts you have put forth in the interest of cycling generally, and the Toronto Bicycle Club in particular. They therefore beg your acceptance of the accompanying trophy, which was won by the club under your captaincy, and which they now present to you as a memento of the warm personal feeling entertained for you by all the members of the club. The gift is accompanied by the sincere hope that you may long be spared to enjoy the pleasures of cycling, especially in connection with the Toronto Bicycle Club. Signed,

W. B. McMURRICH, *President*.
C. E. LAILEY, *Vice-President*.
FRED. J. CAMPBELL, } *For the Committee*.
J. F. LAWSON, }

The Vice-President made a neat presentation speech, and then gave the floor to Mr. Webster, who felt as if he was going down a steep hill, without brake, at a speed to rob him of the power of expression. However, he managed to acknowledge the honor done him like a born orator, and intimated his intention of remaining an active, though private, member of the club. He was loudly applauded on resuming his seat. Mr. Webster retires, retaining the popularity which has always been his.

THE BIG FOUR CENTURY ROAD RACE.

The event of the Big Four was the Century Road Race, and the interest manifested in it by the natives was unusual. The tourists began to discuss the merits of the different men with much animation and intense interest from the time of their arrival in Buffalo up to and including the day of the race, and even now not a few of them contend that their own particular favorite could have won but for so and so, or if such and such had or had not happened.

In order to have all the advantage, an intimate acquaintance with the roads would give them Stone, and Corey went ahead of the tourists to Cobourg and put in two or three days prospecting the highway. Stone went over the road three times, and Corey rode to Belleville and return. The day but one before the race Stone made the forty-five miles from Cobourg to Belleville in 3h. 26m., a feat, the recital of which gave the Corey men food for contemplation.

Webber took time by the forelock and traversed the route of the race before coming to Buffalo, from which place he started an hour ahead of the tourists and rode to Rochester the same day, where he rested until the main party caught up to him the next day.

On reaching Cobourg speculation again became rife on the race and more pools were made up, the Corey men trying their best to hedge, with no takers.

Of the other contestants, Van Sicklen, Westervelt and Munger, they clung to the main body of the tourists, having a good time, and knew practically nothing of the long road that lay before them. Under the circumstances the record made by the two latter is greatly to be praised, particularly that of the Detroit man, Munger, who entered into all the sports of the trip and soon became a great favorite with the boys. Munger is an odd genius, brimming over with fun and frolic, and his pranks on the road, on train and on steamer, added greatly to the pleasure of all parties.

It was found that the course, as laid out, was short of about five miles of the requisite one hundred, and in order to obviate the difficulty a man was stationed with a flag two and a half miles from the starting point, on a wide grassy part of the road, giving ample space for the racers to turn nicely.

The tourists having got a lead of fifty miles on the ninth, were well in advance, and everything being in readiness on the morning of the tenth of July, the men were called to the scratch by Mr. Evans, editor of the *WHEELMAN*, at the Arlington Hotel, Cobourg, about 10 A.M. Out of the twelve entries six men responded, they being George Webber, of Smithville, N.J.; N. H. Van Sicklen, of Chicago; Frank W. Westervelt, of Springfield; H. D. Corey, of Boston; Cola E. Stone, of St. Louis, and L. D. Munger, of Detroit, Mich.

All the men appeared to be in fine condition, though Stone looked a trifle thin and wan. His weight generally is about 190 lbs., but the arduous training preparing for the event in which he was about to participate had brought brought him down to about 160. His mount is a 52-in. Rudge.

Corey rode a 52-in. Rudge Roadster. His experience with the roads led him to believe that he could do better with a trifle more drop to his handles, and the evening before he had changed forks and handle-bars with the editor of *The Wheel* to attain his object. The forks he got seemed to fit nicely, but events proved he was mistaken. In effecting the exchange he killed any chance he might have had in the race.

Webber, of course, rode his Star; Westervelt used a 52-in. Victor; Van Sicklen a 56-in. Columbia Light Roadster, and Munger appeared at the line on a 54-in. Apollo Light Roadster.

The word "go" was given at precisely 10.08 A.M., and the men started off at a smart pace, Van Sicklen leading, followed by Stone, Webber, Westervelt and Corey, Munger bringing up the rear at a respectable distance from the leaders.

This order was maintained for about a mile, when Stone went to the front setting a ripping old pace, and Van Sicklen dropped the fourth place, and Corey began to lose ground, Munger holding his own without any evident intention of trying to catch up. The leaders maintained this order to the flag, at which point Corey was a quarter of a mile to the bad, Munger having passed him still holding his relative position.

The spectators who viewed the race soon saw that something was wrong with the Boston man or his machine, as he continued to lose ground.

The flagman was rounded by the four leaders in a bunch, who started back toward the hotel at a terrific pace.

About half-a-mile from the flag they met a farm wagon with two horses in front and a mare and a colt hitched behind. The mare saw them coming, and commenced to prance about in a most unpleasant manner. Stone, who was first, went by safely on the fly. Webber went down into a ditch on the left of the team and clambered up beyond. Westervelt jumped off and ran along the side of the road on the grass for a hundred yards before he could get on to the road again. Van Sicklen attempted to pass on the edge of the road, but as he got abreast of the horses behind, the mare gave a snort of terror, and backing against him, shoved him off into the ditch, where he sprawled ingloriously and damaged his wheel so badly that he was obliged to withdraw from the race. Munger jumped off and ran his wheel by on the grass, while Corey, finding it impossible to make the borrowed forks work satisfactorily, joined Van Sicklen, his partner in misfortune.

Meanwhile Stone, profiting by the mishap, had gained an eighth of a mile on Westervelt and Webber. At the starting point both men, after some decidedly warm work, had caught him and began the long stretch of 95 miles straightaway in a bunch.

Here Webber lost ground a little, but managed to cling to the leaders, who cut out some tough running for the next five miles. As they neared Wicklow, Webber found the pace too hot and fell back, while Stone and Westervelt continued their mad career for ten miles farther, when the Springfielder had found the strain too much for him, and striding a steep hill, Stone got clear away.

It should be mentioned here that, owing to the fact that numerous attempts to repair the highway, all in an uncompleted state, had put the first twenty-five miles of the road, mostly up hill, in very bad shape.

Munger, who had been plodding steadily along now began to pick up and crawled up on Webber. As they neared Brighton, a team backed down on Webber and caused him to take a genuine header, bending his handle-bars and twisting the backbone of his machine.

Munger, who was in sight, soon came up and offered to help the Star man repair his damaged steed, but the latter refused to avail himself of the generous tender, and Munger, going for all he was worth, passed Westervelt and landed in Brighton, 28 miles out, at 12.05, just five minutes behind Stone. Westervelt passed at 12.15, and Webber, having made his wheel rideable, was timed at 12.35.

At Trenton, Stone was told that Webber was just behind him, and this caused him to strike out at a high rate.

During the afternoon the rain had fallen in floods in advance of the racers, consequently the roads between Belleville and Napanee were in a frightful condition, and the boys were obliged to literally ride in running water. Stone reached Napanee at 4.08, Munger at 4.28. Webber about one hour behind him.

At Napanee, Stone was met by Lindell Gordon, of St. Louis, who coached him to Kingston, 25½ miles, in about two hours, where he arrived the winner of the race at 6.36, completing the hundred miles in exactly 8h. 28m. The record is 8h. 6m.

Westervelt kept second place until eighteen miles from Belleville, when he played out entirely and gave up the contest.

Munger was met at Belleville by J. W. Vivian of the Charlestown (Mass.) Bicycle Club, who coached him to Napanee, where he was taken in hand by Gideon Haynes, Jr., of Boston, who urged him on and brought him up to within six minutes of Stone, when the Detroit man gave up all hopes of beating him and, holding his place, came into Kingston at 7.08½, his total time being 9h. 0½m.

Meanwhile Webber, having mounted his racing wheel, waiting for him at Napanee in charge of C. H. Chickering, of Smithville, started off at a lively rate with Chickering as a pace-maker. The pace-maker was a wreck inside of ten miles, while Webber, keeping on arrived at Kingston at 7.14½ p.m., making the 25½ miles in 1h. 45m., a total of 9h. 6½m.

So ended the first straight-away century road race on this continent, and in many respects the most remarkable race ever run. The repairs and the rains had made the course, naturally one of the best, in many places almost unrideable, and the tourists who passed over the route were astounded at the time made. The achievement is one over which St. Louis and her pet rider can justly feel highly elated.

Mr. J. A. Muirhead, better known as "Jack," has returned from the Northwest with the 7th Fusiliers.

SUNDAY CYCLING.

* * * And there is another very popular amusement which has sprung up during the last few years, and which is as perfect an all-round form of recreation as can well be imagined—we refer to cycling. The great advantage of this exercise, as it seems to us, lies in the fact that a lad is not dependent upon companions for his enjoyment, though companionship, of course, enhances it. It is difficult to conceive a much more agreeable way of spending a Saturday half-holiday than by a run of twenty or thirty miles on a good machine, or in taking a considerably longer round by including Sunday in the programme.

We are great advocates for cycling for many reasons, not the least of which is that those who take up this amusement are, as a rule, steady and companionable fellows. A drinking cyclist is a rare thing to meet with, partly, no doubt, from the fact that every rider finds that the less he drinks the more easily he can travel, and that a flask of cold tea without milk, and with a squeeze of lemon-juice and a lump of sugar in it, beats, for thirst-quenching properties, all the spirits in the world, and is, indeed, better even than beer. Tea, as everybody knows, is pre-eminently the wheelman's beverage, and a "high tea" the wheelman's meal—no very expensive luxury, especially at the reduced tariff allowed now at so many inns to members of the Cyclists' Touring Club. To our young friends, who by their diligence in work fairly earn their recreation, we say, "Take to cycling." The expenses at first are certainly rather heavy, because a good machine—and nobody but a rich man can afford to buy a bad one—involves a considerable outlay, but when this is once overcome there can hardly be a less costly amusement than wheeling, or one by which the expenditure of a few shillings will afford more personal gratification, or conduce more to maintain a healthy mind in a healthy body. —From an English Exchange.

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THE L.A.W. NOW DEFINES AN AMATEUR.

"An amateur is one who has never engaged in, or assisted in, or taught bicycling or any athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for prizes of any description."

To prevent a misunderstanding in interpreting the above, the League draws attention to the following explanation:—

"A bicyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by (a) 'Engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person thereon, either as a means of obtaining a livelihood or for a stated bet, money, prize, or gate money.' (b) 'Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.' (c) 'Selling, realizing upon, or otherwise turning into cash any prize won by him.' (d) 'This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of bicycles. The League recognize as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz.: Running, walking, jumping, pole-leaping, putting the shot, throwing of weights, tugs-of-war, and also rowing, boxing, sparring, lacrosse, polo, roller and ice skating.'"

THE ADVERTISER BICYCLE.

A correspondent of the *Bicycling World* gives the following accurate description of the latest cycling invention:

"To show that we are up with the times out here, I will describe our latest, viz., 'The Advertiser Bicycle.' It is an ordinary bicycle in outline, but remodeled to suit the needs of a rapid advance advertising man. Beginning at the handles, they are found to be hollow: the left one containing paint, the right one ink. The brake lever is replaced by a penholder, the brake spoon by a paint brush. The right bar is detachable, and fitted *a la* pistol cane; the left bar connects left handle with paint brush. Properly manipulating the left handle supplies the brush with paint, which is then applied to the tire by pressing the brake lever. The tire is provided with large rubber type, clamped on in such order that if painted when passing over any good surface, they will leave a lengthy legend, somewhat as follows:

COBBERS' EASY DISCOSTER
CUBERS EVERY DISCOSTER

When this, or some similar poetic inscription, is scattered the whole length of every sidewalk in town, it will be pretty certain that every one who runs will read. The saddle is a small portfolio, padded with paper and envelopes. The outer shell of a telescope tool-bag makes an excellent cigar-case, and the inner shell, being properly water-proofed, makes a good drinking cup. The backbone is filled with beer, drawn through a spigot-shaped step. The front forks are provided with spigots instead of foot-rests, and contain drinks of better quality for private use. The spokes are replaced by thin convex paper disks placed with their convex sides together, thus making a double convex wheel with hollow centre, in which, through small doors, extra bills, cards, clothes, and other sundries, can be placed. The tire is instantly removable, and when stretched out forms an excellent fire-escape. The finish is not nickel or enamel, but many colors of the show-bills. This is of little advantage when standing still in proper position, but, in nine cases out of ten, the public are obliged either to stand on their heads or do the cart-wheel act in order to read the bills, and this exertion will so impress their memories that having read the advertisement once they will never forget it. The whole machine is instantly convertible into an umbrella by removing the backbone from the head, and inserting the end of the neck in the hollow axle.

Taking all in all, we think it a good invention. Further information may be had of Mr. Commercial Drummer, No. 354, Blank street, this city."

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Messrs. Charles Robinson & Co., of 22 Church Street, Toronto, have a change of advertisement on the second page of this issue. They claim a high position for the wheel they represent—the RUDGE—and report steadily-increasing sales. They are making a specialty of the Rudge Safety this season, which is meeting with success where it is known.

ADVICE TO AN EMBRYO CYCLER.

And so, my young friend, you want to become a rider of the silent steed. I say young, for any man who is not too old to want to ride a bicycle is still fit to be classed among the young.

I will assume it is a bicycle that is the object of your ambition, though much that I have to say will apply equally well to tricycling.

Well, in the first place, we must follow the system laid down by good Mrs. Glass, "First get your bicycle;" and how shall you pick it out? Well, in the first place, learn something about the various patterns of machine. I wouldn't give a fig for a man to whom a bicycle is a bicycle,—and nothing more,—to whom an Expert is no better than a Mustang, or a Yale Light Roadster than one of many machines sold in England for £1 10s. 6d.

Get a copy of Sturmeys' Indispensable Handbook, study it carefully, learn something of the relative merits and demerits of solid and hollow forks, parallel, cone and ball-bearings, of various kinds of springs and saddles; get some general idea of the anatomy and physiology (so to speak) of the bicycle; examine all the machines you can; talk with all the old riders, and make your choice deliberately.

If you have access to a riding-school avail yourself of it by all means; it will save time, temper and cuticle; but if you *must* "go it alone," don't be dismayed; many a good rider has been self-taught; a cool head and a firm hand will overcome all obstacles.

If you have to teach yourself, my advice is to buy one of the cheaper, well-made machines; one with plain or cone bearings, instead of balls—rather stout and heavy, and a size or two smaller than you can easily reach. You can often buy such a machine second-hand in fair order for a comparatively trifling sum, and it will serve just as well for your first season as the most costly and delicate wheel you can buy, and stand the inevitable banging that a beginner gives his wheel much better. No use to buy a costly wheel full size first year. You ought not to ride your full size at first anyway, and if you have a costly wheel at first, you will be timid lest you injure it, and will thus acquire bad form in riding, and besides, after you have ridden a year, and studied up the details of construction in the light of experience, you will be sure to want a change at the beginning of your second season, and the cheaper wheel can be disposed of at less loss than the costly one.

Now about size. Well, the only way to get a fit is to try on some wheels. The lists for leg-measure, etc., given in makers' catalogues, are only approximate; much depends on closeness of build and narrowness of tread in the machine, and on the build of the rider. The position of the saddle is also an item. The beginner should (for safety) ride with saddle set well back; hence further from the pedals, hence he should ride a smaller wheel. In trying on a wheel, set the saddle well back from the head, let the pedals out as far as slot in cranks will allow, then have some one hold your machine while you mount, and if you cannot keep firm pressure of the balls of your feet on the pedals, *all the way*

round without lowering the toe below the heel, while your friend pushes the machine forward, the machine is *too big* for you. The temptation always is to ride too big a wheel, but the beginner should always ride a machine *well within* his reach both for safety and comfort. After you have learned to ride well, you will find you can reach a larger wheel with ease, and you can also use shorter cranks without too much loss of power; but till you have learned to use your muscles to the best advantage, don't shorten up the short end of your lever (the crank) too much. Now, having picked out a good stout, honest machine, with handles of medium length, and *full inch* tire to front wheel, take it home and look it all over, take it all apart and clean and oil it, and put it together again yourself. You'll be sure to learn something to your advantage, something that will come handy some day on the road.

Now you want to learn to ride. Well, if you can get some friend to hold up the machine by backbone and handle while you mount, and then push you around while your feet rest lightly on the pedals, and follow, not control, their motions, and your hands grasp the handles lightly but firmly, why, so much the better: but if you must depend on yourself entirely, get up early and start for some quiet bit of smooth country road with a slight down grade. Push your bicycle in front of you by standing on its left, resting your right hand on the backbone just back of the saddle, and your left hand on the left handle. After a bit you will find that you can guide the wheel very well with the right hand on the backbone only, and this is valuable practice. Having arrived at the summit of your little hill, stand directly behind the machine with the little wheel between your feet, and your hands stretched forward and grasping the handles. Now put your left foot on the step, give two or three hops forward with the right and rise to a standing position on the step. Make no attempt as yet to reach the saddle, but just guide your wheel down hill by inclining your body towards the side towards which you wish to turn, and by pulling gently on the handle towards which the machine seems inclined to fall. When you fall or the machine stops, turn back and push your bicycle up to your starting-place, and repeat this performance till you have gained confidence, can steer a pretty straight line, can step down (on the right foot first) before the machine has lost all headway, and, giving a hop or two, remount the step without much wobbling. You are then ready to learn to mount. Start as before, and after riding a few yards on the step, raise your right leg slowly and carefully, and hook it over the saddle. Do this several times, till you can do it without causing the machine to wobble. Now comes the moment.

Take a fresh start, stand on the step a few yards, hook right leg over saddle, and then, rising on your left toe, slide yourself into the saddle. Don't spring into it, or your chances of taking a header are A No. 1. Once in the saddle, don't be in too much of a hurry to get your feet on the pedals, or you may put pressure on the rising pedal, which, by checking the headway of the bicycle, but not that of the rider of it, will cause them to part company, as the momentum of the rider will surely carry him

forward over the head of his machine. When you are fairly in the saddle, let your feet seek the pedals, but put no pressure on them. Let the feet simply follow them around, and let the machine run on till it stops of its own accord; when it is nearly stopped, lean a little to the left side, keeping the handles straight, and the machine will gently tip that way and let you down on the left foot, which must be taken from the pedal and stretched out for that purpose. Repeat this several times before you try to propel your bicycle by pressing on the pedals as they are going down. Do this gently, firmly and steadily, and without jerk, and you will be surprised to find yourself coming along at a good pace.

Now you want to learn to dismount in some more dignified way than that of letting the speed slack down and tipping over sideways with one leg sticking out to break your fall. Beginners are usually advised to learn first to dismount by the step, a process which is, of course, just the reverse of mounting, but I have usually found that when the beginner removes his left foot from the pedal and thrusts it backward to search for the step, which he cannot see, it is very apt to come in contact with the spokes of the front wheel, and even if it fails to catch in them and throw him, so frightens and disturbs him that he loses control of his machine and gets a fall. My own preference is for the pedal dismount, which may be done on either side, and brings the rider into excellent position for controlling his machine after he reaches the ground. The mechanism of this dismount is not very easy to explain, but the movement itself is simple enough, and consists merely in stepping to the ground and using one of the pedals which is on the downward path as a step. I usually begin to throw my weight upon one of the pedals just as it begins to go down, and step off just as it is at the lowest point. Of course a firm hold must be kept on the handles both during and after the dismount, or the machine may get a tumble and some damage.

There are several other mounts and dismounts which should be gradually mastered, as should also the art of riding without hands on the handle-bar and with legs over the handle-bar, as in coasting. These and various fancy tricks have a certain practical value, not only in familiarizing the rider with his steed, but in case of accident may provide means to escape not open to one who is confined to a single method of mounting or riding. However, these things are not for the beginner (unless in exceptional cases), and I need spend no more time over them.

Now, suppose you have learned to mount and dismount, and to guide your bicycle on a fairly smooth and level road. You want now "to take a ride." Here, as elsewhere, the motto is, "Go slow." Don't try to do too much at first. Practice every day, increasing the length of your journeys daily, now and then trying some hills, little ones at first and then steeper, and when you can navigate fairly well, get over a rather rough bit of road and up a rather steep hill, you are ready to enter upon bicycling proper. Before you start on your first road-ride, see that both your bicycle and yourself are in good order.

Of course you will wear flannel or knit merino underwear next the skin, knee breeches, long stockings, and well-made shoes. Rubber soles are not necessary, and have some serious inconveniences. A Yale shirt and a light straw hat, with at least two clean white linen handkerchiefs (one to tie around the neck if the sun shines very fiercely), complete an ideal outfit for the rider.

Now for the bicycle. Before you start, go all over it and see that every nut which should be tight is tight, that the bearings are well oiled, and the excess of oil that flows over wiped off—that your saddle-bag contains an oil-can well filled with good sewing-machine oil, a small monkey-wrench, a screw-driver, a piece of soft rag and some stout twine, and (if the machine requires them) the special spanners, etc., belonging to it. See that the head is tight enough to prevent shake and loose enough to turn freely, that the pedals run freely with as little shake as possible, and that the saddle is fastened firmly just where you want it. (This will be pretty well back for the beginner, and farther forward for the more expert rider.)

If you are starting early in the morning, take a bite before you start. Never start out with an empty stomach, nor too soon after a full meal. For this early breakfast or lunch a glass of milk, some bread and butter, and some cold meat will answer well—beer or other stimulants had better be left till after the day's work is over, and can be omitted altogether, not only without loss, but with positive gain, at least by most riders. Start early; ride during the cool of the morning. Rest, say from ten o'clock in the morning till three or four in the afternoon. Don't ride too fast; six or eight miles per hour is fast enough for a beginner. Take it easy; enjoy the scenery as you go. Eat plenty of good plain food, avoiding pork and pastry. If you perspire freely, drink freely of water, but let tea alone. This is contrary to the English instructions, but I am satisfied that for this climate it is correct.

In England, the greater amount of moisture in the air prevents the rapid evaporation of sweat from the surface of the skin and the consequent drain upon the fluids of the body, which in this climate must be replaced by drinking freely, or distress must follow. Why tea is recommended I am at a loss to know. I am satisfied that it is far more detrimental than coffee, and quite as bad for the health, if not for the morals, as alcoholic drinks.

When through your day's ride, a bath in tepid—not cold—water and a complete change of clothing is very comfortable, and after supper a mild cigar may be indulged in by the smoker with no fears of any evil consequences. Then early to bed, and rise next day with a sense of health and life entirely new and very delightful.

In conclusion, let me offer a few maxims to the beginner:

First.—Always look your machine over before starting, and at the close of a ride. The tightening of a single nut may save you a severe fall or some miles of walking.

Second.—See that the contents of your tool-bag are all right, and that there is plenty of oil in your oil-can. Don't trust this to your memory.

Third.—Dress properly, woollen or mixed underclothing, knee breeches and long stockings. Never ride in long trousers if you can help it. They don't look well, and are liable to catch in some part of your machine and give you a tumble.

Fourth.—Take it easy. Don't try to beat the record. Remember you are only a beginner. Don't race with every horse that you catch up with or that catches up with you. Don't ride up a very steep hill that takes all your strength to get up. Don't be too smart, anyhow.

Fifth.—Always dismount if a horse gets frightened and is driven by a woman or a fool. The woman is not strong enough and the fool is not smart enough to control a frightened horse.—Stick up for your rights, and if any man orders you off the highway take your full half of the road and make him keep to his half.

Sixth.—Eat when you are hungry, drink when you are thirsty, rest when you are tired. Be courteous to all men, and kind to yourself.

—:o:—

OVER MANITOBA ON A WHEEL.

Manitoba may, to the average reader, seem a curious sort of place to choose for a bicycle tour; but the novelty of the idea commended itself to myself and a young English friend last fall, and we determined to spend two weeks in exploring part of that much-talked-of region.—Leaving Chicago August 8, we took the cars for Emerson, the first place over the American border, which we reached on the 10th of the month. We were immediately greeted by millions of the most penetrating mosquitoes I ever experienced. We took rooms at the Gateway House, where we excited considerable attention. The idea of bicycling over the trails appeared to be supremely ridiculous to the Manitoban mind. We learned that Winnipeg, the capital of the province, was only sixty miles north of Emerson, and we therefore determined to strike out in a westerly direction. Before beginning the tour proper, however, we took the train to Winnipeg, and returned to Emerson the next day. The capital appeared to be a busy little place, very much overrated, and with a limited future before it. On returning to Emerson we held a consultation with the postmaster, the result of which was that we decided to make Brandon our objective point, it being then the northwestern terminus of the Canadian Pacific Railroad. We were also advised to ride through the Rock Lake district, which, we were informed, had the best scenery in the province. Our course, therefore, was directly northwest. We left the Gateway House on Sunday morning, amidst the mingled jeers and cheers of an interested group of spectators, and on arriving at the bridge over the Red river we found that the structure had broken down, and that all vehicular traffic was suspended. As a pleasant preliminary, therefore, we had to shoulder our bicycles and carry them over a narrow, quivering plank, placed across a yawning gap in the bridge,—a sort of Blondin-like performance to which neither of us was very partial. On the opposite side we mounted, and began our tour. The day was a regular August scorch, and the mosquitoes assembled in countless hosts to bid us adieu. Leaving Emerson, we passed

through the little village of West Lynne, where the Hudson Bay Company has a fine store-house. Our appearance excited considerable attention, and, I regret to say, we were made the subjects of much uncomplimentary criticism. We consoled ourselves with the reflection that great explorers have been so treated from time immemorial; and, riding rapidly through the village, we struck out directly west for the open prairie. The riding was much easier than we had anticipated, there being a well-beaten trail, in which our wheels ran smoothly. The first two hours' ride was delightful, and then we reached the Mennonite settlement, or "Ten-mile village," as it is locally termed. When about half a mile from the settlement, we were observed by some of the Mennonites, who spread the news, so that, when we arrived in the village, the entire population was waiting to receive us.—These Russian-German peasants are a curious people. They make the best of settlers, being hard-working and thrifty. They are also wonderfully kind-hearted and hospitable. We found the drinking-water at the Mennonite village so strongly alkaline as to be absolutely unsafe to use, and we suffered severely for drinking it. Half an hour's ride brought us to our first difficulty,—a long slough, directly across the trail. On either side of the roadway, stretching as far as we could see, was a weary waste of prairie grass over three feet high, which rendered it impossible to push the machines through. The slough was only about twenty yards wide, but as to the depth of the water and nature of the mud at the bottom we were in complete ignorance. We therefore made an agreement that, from that point to the remainder of the tour, should we encounter any similar obstacles, we would by turns "peel," and carry the machines and the other man over the sloughs of despond. We tossed up to decide who should be the first victim. I lost. There appeared to be no one within a hundred miles of us, and in a few seconds I was in a state fit to "swim the cold ocean." Upon cautiously wading in, I discovered that the water was not more than three feet deep, but the bottom was shockingly muddy. I carried my companion, and he carried my clothes. I then had the delightful felicity of transferring the bicycles across. The whole proceeding occupied about half an hour, and by the time I was dry it was rapidly growing dark and the mosquitoes were coming out. We were in no hurry to make any given point, but, in view of the fact that there was not a house in sight, we put on a good spurt.

Bicycling is a wonderfully exhilarating sport, and a spin over a trail almost as level as a billiard-table is calculated to put any one in a good humor. We had not, however, gone more than a couple of miles before we almost ran into another slough. This, however, was barely ten yards across, and, as it was not my turn to do the carrying, I viewed the situation with equanimity. The Britisher undressed, and I climbed his shoulders, holding his clothes in my arms. He took three strides into the water, and was up to his neck in a hole. I, of course, fell off his shoulders, and was floundering in the water like an awkward grampus. The accident was very unfortunate, as all our clothes were completely saturated; however, we had to make the best of it, and, after the bicycles had been

carried over, we were soon in the saddle again, and made a comical appearance in our dripping suits. An hour's good riding brought us to a collection of wooden houses, which we learned constituted Stodderville; and here we put up for the night. Thus far the riding had been remarkably smooth, the trail being well padded and level. We were much surprised at the total absence of timber, as, with the exception of the Dakota woods, we had not seen any trees to speak of, though we had had a general impression that Manitoba was a well-wooded country.

The next day was Monday, and we resumed our journey after breakfast. During the night, however, there had been a heavy shower, and the trail was consequently in a horrible condition. For stickiness, Manitoban mud is simply phenomenal. The spokes of our wheels became covered, and we could only drive them with difficulty. We were constantly compelled to dismount and clean the mud off, in addition to which inconvenience the ground became oily and greasy to such an extent that our progress was slow and laborious. As the sun rose the trail became dry, and we were able to ride with ease again. Mountain City was the next point reached, but before arriving there we rode through a "mosquito swamp." The air was simply choked with these pests, and the pain of their bites was intolerable. The farmers assured us that in the evening no animal would go through the swamp. We passed rapidly through Mountain City, which is merely a collection of small frame houses, and about a mile from the town came to a point where two trails met. Of course we took the wrong one, and had followed it for an hour before a farmer told us we were riding into "America." We therefore returned, and had a delightful three-mile spin over the prairie, which sloped at an angle sufficient to allow the wheels to run with very little exertion. Passing Darlingford, and various small log and frame houses, an hour's run brought us to the Great Pembina crossing, down which ran a rocky trail at an angle of about forty-five degrees. We were compelled to walk for a mile and a half down hill, and then push the machines up hill for the same distance.

(To be Continued.)

Wheel Tracks.

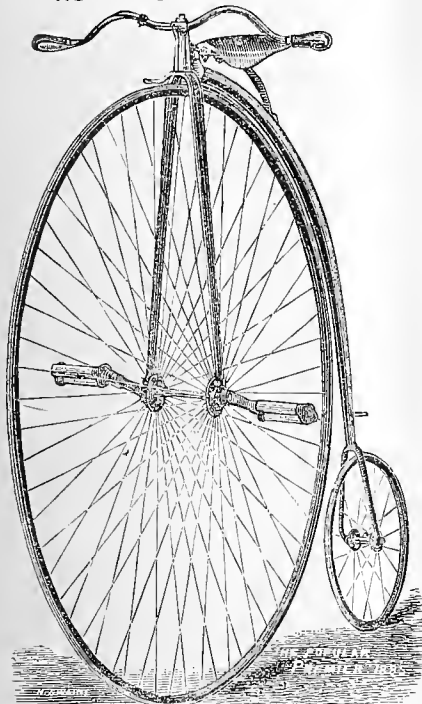
W. J. Morgan, "Spokes," has been engaged to edit the cycling column of the *Sporting and Theatrical Journal*, of Chicago.

Messrs. Root & Tinker, Tribune Building, New York, sent us a superb crayon portrait of Col. Albert A. Pope. It is one of the "Men of Mark" series, and is issued with a small sketch. These portraits can be obtained at 25 cents.

Perhaps the best recorded example of the practicability of the bicycle for business use, is that recently given by Mr. C. D. Kershaw, of Cleveland, Ohio, who has within the last 14 months, in the regular discharge of his duties, ridden one Expert Columbia bicycle over 11,000 miles, and during that time an occasional filling of the little oil can constituted the entire running expense.—*Boston Daily Advertiser*.

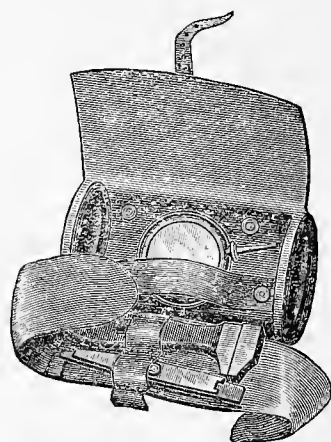
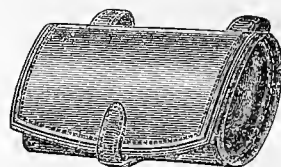
A. T. LANE, - Montreal.

ROYAL CANADIAN No. 2.



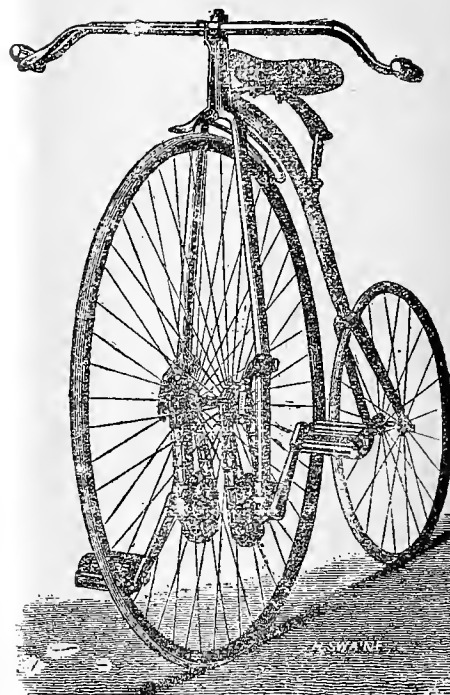
This machine has been greatly improved since last season but price remains the same.

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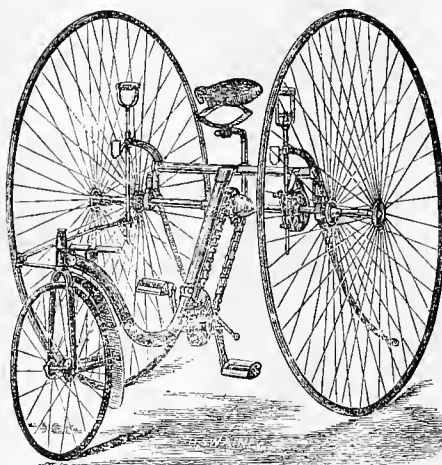
Editor of "C. T. C. Gazette" says it is the "best of the whole bunch." It is the original machine, and the vital parts are patented, and all copies of it are wanting in one important particular. Price, \$105.00; Ball Pedals, \$5.00 extra.

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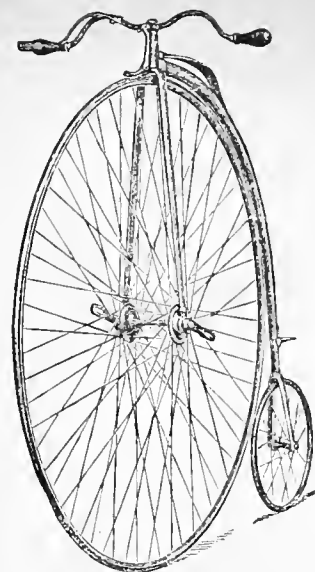
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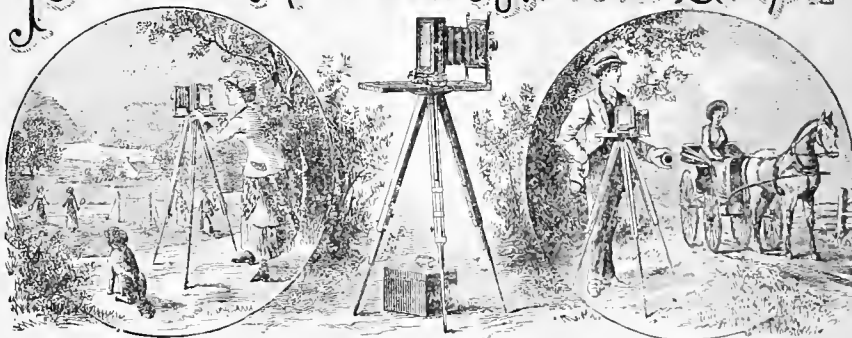
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We would call the attention of the Wheelmen of Canada that a Great 50-Mile Amateur Bicycle Race will take place in September next, which will be open to all riders of the **INVINCIBLE, CLUB and COMET** Bicycles.

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"Having examined somewhat carefully the wheels of England and France, I do not believe that a better roadster is made in the world than the **EXPERT COLUMBIA**."

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"A 50-inch **COLUMBIA** bicycle carried me the whole length of my well-known ride from San Francisco to Boston at a cost of 25 cents for trifling repairs."

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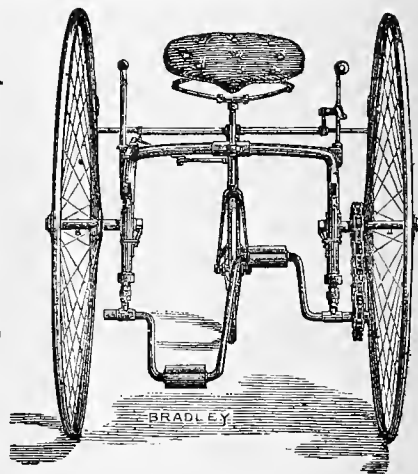
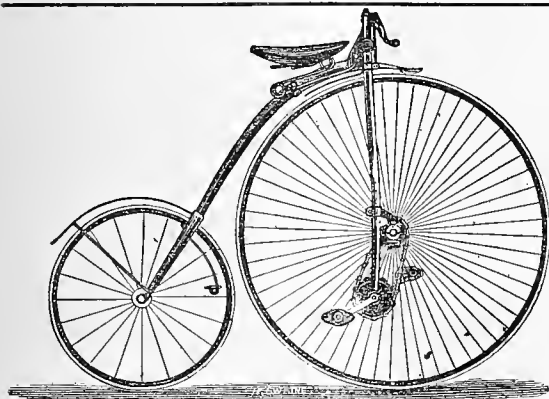
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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.


VOL. II.

LONDON, CANADA, AUGUST, 1885.

No. 14.

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That the Rudge is gaining solid friends in Canada every year.

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That the Rudge Racer has won 26 victories for its owners in Canada this season.

NO. 7.

That the Canadian Championships were won this year on the Rudge.

NO. 8.

That a mile was made on the Rudge Safety in Springfield, Mass., in 3.06 2-5.

NO. 9.

That the Rudge won the 50-mile world championship at Leicester, Eng., on April 4.

NO. 10.

That the Rudge won the 10-mile world championship at Leicester on April 18.

NO. 11.

That the Rudge won the 1-mile world championship at Wolverhampton on April 8.

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That the Rudge holds a 1-mile championship record, 2.38½, won in the States last fall.

NO. 13.

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That each of its riders say that as an all-round roadster it has no equal.

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That they cordially recommend it to road-riders for general riding, touring and hill-climbing; and

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That it combines all the essential points of strength, durability and easy running.

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That Rudge & Co. recently turned out a Racer weighing under eighteen pounds, with saddles and pedals complete.

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That 630½ miles in 48 hours have been made on the Rudge Safety.

NO. 19.

That Clarke, our Canadian champion, will now be mounted on a new 58-inch Rudge Racer.

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That all his big victories have been won on the Rudge Racer.

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That R. M. Ballantyne, Stratford, says his Rudge does not show a single sign of weakness.

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That Harry Marlatte, Simcoe, says he would get a Rudge were he to buy again.

NO. 24.

That Geo. A. Bruce, Waterloo, says his Rudge is the easiest-running machine he ever rode.

NO. 25.

That Fred. B. Sweetser, Boston, says it is one of the finest machines made.

NO. 26.

That all of our Rudge customers are delighted and satisfied with their machines.

NO. 27.

That the Rudge Ball Bearings are unequalled, and the nearest thing to perfection in that line one can imagine.

NO. 28.

That the new single tangent spokes make a most rigid wheel.

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That the Rudge Safety holds all authenticated records from 1 to 20 miles, and has won every championship for Safety Bicycles.

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That Corey, of Boston, rode 203½ miles on a Rudge Safety in 24 hours, the greatest distance yet made on a Safety.

NO. 31.

That Duncan won the 50 miles professional championship at Leicester, Eng., on the 1st of August, on a Rudge.

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That, all in all, the Rudge is the King of Bicycles.

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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

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JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, AUGUST, 1885.

EDITORIAL NOTES.

With this month's issue, THE WHEELMAN once more resumes its old place as a monthly. The scheme of publishing THE WHEELMAN twice a month during the summer months has proved quite successful; and we hope before another season has passed to have it a permanent fortnightly journal.

The following is a faint idea of the Big Four Tour for 1886: Through Northern Canada, Goderich, Owen Sound, Georgian Bay, Canadian Pacific, barges down Ottawa River, wheel from Ottawa to Montreal, steamer down the St. Lawrence to Saguenay River and Falls, train into Nova Scotia, wheel in Nova Scotia to the Atlantic Ocean, steamer to Boston."

With one or two exceptions, the accounts of the Big Four Century Road Race that appeared in the various journals were exceedingly faulty. Both the *Mail* and the *Mirror of American Sports* represented Editor Snelgrove, of the *Cobourg World*, and ourselves as starters in the race, the displeasing feature being that we were never heard of after the start. If friend Snelgrove felt at all as we were inclined to, he must have been highly amused to read of himself posing as a hundred-mile racer.

Wheel Life and *Wheeling* have been telling their readers wonderful things about the Big Four Tour, the principal feature being that the party comprised "four hundred cyclists in bands of one hundred each, the sensation caused being tremendous." No wonder that such a tour as is thus described should open the eyes of the Britishers; but for the benefit of our English brethren, we would say that the party only numbered one hundred cyclists, or thereabouts, in divisions (not "bands") of twenty-five each.

Every one will learn with regret that Mr. W. G. Ross, of Montreal, ex-champion of Canada, has decided to retire from the cinder path. He is thus spoken of in the *Montreal Gazette*: "Mr. Ross retires at a time when it would be supposed he would be reaping his brightest laurels. He was riding faster than ever before, and had he not been prevented from riding in the C.W.A.

and L.A.W. races, there is no doubt but that he would have swept away all Canadian records from one to five miles, and in the Century road race would undoubtedly have won. The racing track loses a brilliant ornament in Mr. Ross." Mr. Ross has the honor of being the owner of the first established one-mile and five-mile Canadian championships, won in 1883, and also winner of the five-mile championship in 1884.

—:—

THE CLEVELAND STAR CLUB'S TOUR.

On Sunday, 16th August, there arrived in London four members of the Star Wheel Club, of Cleveland, Ohio, Messrs. Henry E. Chubb, John J. McTigue, Walter Collins, and Joseph Weitz, who left Cleveland on the steamer City of Detroit on Thursday evening for Detroit, which city they made their starting-point for a long trip through Canada on the "silent steed." They started from Detroit on Friday, and passed through Wallacetown and St. Thomas to London. On Monday morning, 27th, they left for Goderich, from which point they rode through Stratford, Woodstock, Galt, Guelph, Toronto, Hamilton, St. Catharines and Niagara; thence on the American side through Buffalo, Dunkirk, Erie and Ashtabula to Cleveland, making a total of 677 miles, not including small runs. This is the first Canadian tour on the "Star" wheel.

The following are the dates of the tour, with the route and distances: August 14, Detroit to Morpeth, 77 miles; 15th, Morpeth to St. Thomas, 47 miles; 16th, St. Thomas to London, 18 miles; 17th, London to Goderich, 66 miles; 18th, Goderich to Woodstock, 69 miles; 19th, Woodstock to Guelph, 48 miles; 20th, Guelph to Toronto, 60 miles; 21st, spent in Toronto; 22nd, Toronto to Hamilton, 40 miles; 23rd, Hamilton to Niagara, 50 miles; 24th, 25th and 26th, in Niagara and Buffalo; 27th, Buffalo to Erie, 98 miles; 27th, spent in Erie; 29th, Erie to Cleveland, 82 miles. Total, 677 miles. The four were all expert wheelmen, and enjoyed themselves to the utmost. While stopping in London, they expressed themselves as being highly delighted with the roads already passed over; also stating that they never imagined that such beautiful roads existed.

—:—

The attention of our readers is called to the advertisement of T. Fane & Co., drawing attention to their great 50-mile amateur race, which is announced to take place on Wednesday, the 16th Sept., at the Rosedale Athletic Grounds, Toronto. This firm ought to be heartily encouraged in their endeavors to promote cycling in Canada, and they deserve special commendation for undertaking this 50-mile race. The prizes are of the finest, and if every thing is favorable (weather included), we predict that a large number of wheelmen will witness the first Canadian 50-mile ride.

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At present there are six active cycle clubs in Chicago, and about one thousand bicycle and tricycle riders, all told. The clubs are: The Chicago, with a membership of about 70; the Dearborn, with about 30; the Hermes, 20 (being restricted to that number); the Eolus, with 19; the Owls, with 18; and the Armory, with 15.—*Chicago S. and T. Journal*.

PLEASANT RE-UNION.

COMPLIMENTARY SUPPER TO CAPT. EVANS AND STAFF-SERGEANT ROGERS BY THE OTTAWA BICYCLE CLUB.

(Ottawa Citizen, July 30, 1885.)

The Ottawa Bicycle Club entertained two of its members, Captain T. B. Evans and Staff-Sergt. Maynard Rogers, who served respectively in the Midland Battalion and the Sharpshooters, to a complimentary banquet last night, at the "Queen" Restaurant, in recognition of the services rendered by them on behalf of their country. The idea was a happy one, but in no respect was it less so than the occasion. When the usual enjoyable preliminaries had been disposed of, the chairman, the president of the club, and chief consul, Mr. Mothersill, proposed the toast of "The Queen," which was responded to in the usual loyal manner.

In proposing "The Guests of the Evening," the chairman paid a glowing tribute to the bravery and self-sacrifice of our citizen soldiers, who left their homes in such a trying season of the year to maintain the integrity of the Dominion and vindicate law and order. He said they were all aware of the object for which they had assembled around the festive board, which was to recognize the services of and to do honor to two of their brethren who had just returned from the North-west. It was scarcely possible to eulogize too highly the spirit which had induced their guests to enter the ranks of the army which had been enrolled to suppress the late rebellion; but it was scarcely necessary for him to enlarge upon the subject, as the two gentlemen were known to all, and that was all that was requisite to understand the motive which actuated them in volunteering their services. Their sterling qualities were well known, and it was with the greatest pleasure that they had met to do honor to Captain T. B. Evans and Staff-Sergeant Maynard Rogers.

The toast was drank amid the greatest enthusiasm and "They are jolly good fellows."

Captain Evans, on rising, was greeted with applause. He said he could assure them that it gave him great pleasure to be present and to know that they were remembered while away. He thought it was a pity that there had not been a bicycle club up there, as had they been enabled to travel a distance of 200 miles in a night and landed into Big Bear's camp at the dawn of day, that worthy would probably have thought the Manitou had struck him, and the rebellion might have been concluded sooner than it was. As all knew, the trip had been a pretty hard one, and during their marches he had met a good many bicyclists, who, he found, were enabled to withstand the fatigue most remarkably well, chiefly, as they averred, on account of the exercise they had obtained on the wheel. They had had a great many varied experiences, from travelling in waggons to being stuck on the Saskatchewan while sailing in steamboats, and on this account consuming about ten days in traversing 200 miles of water. Capt. Evans resumed his seat amid warm applause.

Sergt. Maynard Rogers said he could scarcely tell them how glad he was to be with them again. Like Capt. Evans, he often thought of the club when he came across a good trail

and wished that the club was there to ride on it. Thanking them again for the kind manner in which their health had been proposed and honored, he took his seat amid applause.

"The Ladies," "The Press," and "The Racing Men of the Club" having been toasted and acknowledgments made, a vote of thanks was passed to the retiring secretary, Mr. Hawley, for his untiring labors on behalf of the club.

Messrs. Westbrook and Hacker, the professional bicyclists, now under engagement at the skating rink, were then duly honored and neat responses made.

"The New Secretary" was replied to by Mr. Hurdman.

Songs having been rendered by Messrs. Westbrook, Hacker and Mathewson, Sergt. Rogers sang his obituary song, "The Spanish Cavalier," which the *Mail* stated had been the last sung by him before being killed!

The proceedings were brought to a close by the company singing "Auld Lang Syne" and "God Save the Queen."

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OVER MANITOBA ON A WHEEL.

(Concluded.)

On emerging from the valley, however, we found the same smooth prairie, but, as we were both tired, we determined to spend the night at the next house we came to; and, upon rounding a little clump of dry poplar trees, we were delighted to find the desired haven of rest. Our arrival created the usual amusement and surprise; but we were nevertheless hospitably entertained, and enjoyed the visit, notwithstanding the fact that we had to sleep in the hayloft over the barn, where we were closely inspected by swarms of rats and other animals.

The next morning we reached Pilot Mound, so called from a peculiar-shaped hill which can be seen at a considerable distance over the prairie, and which was used as a landmark by the early settlers going west. The town consisted of an inn, a saw-mill, a post-office, and a well of delicious drinking water. Passing Marringhurst and Glenore, where the post-offices of the district are situated, we came to the "Little Farm," owned by three brothers of that name. We were invited to spend the remainder of the evening with them, which we did, and obtained some interesting information about the country. They were living in the hope that the railroad would pass near their farm, and so enable them to sell out at a profit, and leave. They spoke of the winters as terrible in their severity, and cruelly hard upon people who had no money to buy clothing warm enough to withstand the arctic cold. Their opinion was that if there were sufficient railroads, and the mosquitoes and cold weather were driven away, Manitoba would be rather a decent place to settle in, but under the conditions then existing, life was not worth living.

Early the following morning we continued our tour, and an hour's ride brought us to a store kept by a man named Smith. It was the roughest place I ever saw, and everything sold was of the poorest quality. Smith was such a dirty-looking ruffian that we declined his offer to cook some pork for us, and he therefore directed us to take a side trail at the bottom of a valley,

which, he said, led to the house of an English man. This we willingly did, and we came to a snug-looking log-house, almost surrounded by hazel-bushes. The house was built at the foot of a hill, which effectually shielded it from the heavy winds and blizzards. We noticed a tall, well-built and handsome man feeding a calf fastened to a fallen log. No sooner, however, did we get within sight, before my companion let his machine fall to the ground with a crash, and, rushing towards the astonished farmer, yelled in an excited manner, "Why, Williams, how in Heaven's name did you come here?" Explanations followed, and I learned that my friend and the farmer had been acquaintances in "days gone by," and had lost sight of each other until the meeting in Manitoba under such curious circumstances. I am afraid that the calf had to be content with half rations that day. Williams introduced us to his wife, a beautiful English girl, and to his little daughter May, one of the prettiest of children, with whom we both immediately fell in love. I regret to say, however, that my advances were repulsed, and that she gave all her kisses and embraces to her British friend. It was a delightful treat to meet the Williams family in that out-of-the-way quarter of the globe, and we stayed there three days.

We found that Williams' farm was in the Rock Lake district, the lake itself being only two miles away, and we therefore determined to push on to Brandon, instead of going to the lake, which did not present any very attractive features, either in the way of scenery or society. Brandon lies about fifty miles northwest of Rock Lake, and, bidding good-by to the Williams' family, we took the trail again. The riding continued uniformly smooth, and we made good time over the rolling prairie. Passing the Stark farm and other minor points, we reached Milford, a little town on the Souris river, at the bottom of a deep ravine, and the approach is by a narrow wagon road winding round a picturesque cliff. The city would form a good study for an artist. The muddy Souris rolls sullenly through it, and at the ford there stands a quaint old flour mill, from which the place derives its name. We did not stay long at Milford. The place was all aglow with excitement over the problematical discovery of coal in the Souris coal-fields, and the completion of the Canadian Pacific Railroad to Brandon. We crossed the river in a rickety old ferryboat. On reaching the opposite bank we climbed a steep hill, and were delighted to find a perfect prairie-table, stretching away as far as eye could see. The whistle of the locomotives at Brandon boomed on the ear with a pleasantly-familiar sound, and three hours' moderate riding brought us to the outskirts of our destination. The last two hours of our ride were by moonlight, and strangely weird. Wolves flitted across the trail at intervals, and the howl of the foxes and coyotes came over the prairie with a dismal cadence.

We made a two days' stay at Brandon. The town was wonderfully busy, but the same idea impressed us as in other cities in Manitoba,—that the excitement was sporadic and unhealthy. We decided to retrace our steps in preference to taking the cars to Winnipeg. The return run was without special incident, beyond a second delightful visit to the Williams' farm, and the usual mosquito fights. We were remarkably fortunate with the sloughs, happening to find a

teamster who carried us over at each crossing. On passing through the villages and Mennonite settlements we were warmly greeted by the natives, who remembered our first visit, and turned out in great numbers to witness our phenomenal methods of locomotion. We reached Emerson in three days after leaving Brandon. Our prairie tour thus occupied exactly two weeks, and was remarkably pleasant, owing to the extraordinarily smooth nature of the trails and the absence of hills. Had it not been for the sloughs and mosquitoes, the trip would have been one of unalloyed pleasure. The total distance we travelled on wheels was about four hundred miles. At the same time, I should hardly recommend any one to choose Manitoba as a place to go for a bicycle tour. The absence of interesting scenery, and the general monotony of the country, make it unattractive.—HARRY M. LEE, in *Outing* for July.

With the Clubs.

KINGSTON BICYCLE CLUB.

Kingston, 25th June, 1885.

At the annual meeting of the Kingston Bicycle Club, the following officers were elected for the season of 1885:

J. Carruthers.....	Hon. President.
Wm. Hart.....	" Vice-Pres.
D. F. Armstrong.....	President.
T. T. Renton.....	Sec.-Treas.
George Smith.....	Captain.
Stanley Henderson.....	1st Lieutenant.
John Hendry.....	2nd do.
James Minnes.....	Standard-Bearer.
R. J. McKelvey.....	Bugler.

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ANNUAL ROAD RACE OF THE MONTREAL BICYCLE CLUB.

The annual road race of the Montreal Bicycle Club to Valois took place on Saturday afternoon, August 1st. The limit man was started from the club-house, Mansfield street, at 3.45, and the competitors arrived at Valois in the following order:

	Handicap.	Nett time.
	H. M. S.	
1. Geo. Darling.....	7 min.....	1 9 32
2. J. G. Gnaedinger....	5 min.....	1 10 23
3. W. A. Murray.....	4 min.....	1 10 45
4. G. S. Low.....	Scratch....	1 7 23
5. A. J. Darling.....	7 min.....	1 14 27
6. H. M. Ramsay.....	4 min.....	1 12 —
7. A. T. Lane.....	6 min.....	1 18 20
8. L. J. Smith.....	18 min.....	1 31 30
9. W. T. Rodden.....		
10. F. D. Scott.....	9 min.....	1 39 15
11. W. G. Robertson....	15 min.....	2 03 25

F. D. Scott ran over a dog at Lachine and got a nasty fall. J. R. Scales took a header at the Dominion bridge, and he and J. H. Robertson did not finish. Smith and Rodden rode a Sociable. In the evening the members of the club were entertained by the residents of Valois at a supper and dance, a most enjoyable evening being spent. Most of the members returned to the city late in the evening, a special car being attached to a late freight train.

C. W. A. OFFICIAL ANNOUNCEMENTS.



The Canadian Wheelmen's Association,
ORGANIZED SEPTEMBER, 1882.

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.

Vice-President—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.

Secretary-Treasurer—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

APPLICATIONS.

The following is a list of the applications for membership to the C. W. A. received up to date, which are published in accordance with Article III. of the Constitution. Objections must be made to me within two weeks of this publication; such objections shall be confidential. Every member of the Association should carefully examine the list and report objectionable persons. Secretaries of clubs, and candidates, will please note if names and addresses are correct, and report errors at once to

HAL. B. DONLY, Simcoe,
Sec.-Treas. C.W.A.

APPLICATIONS FOR MEMBERSHIP.

- Royal City Club, Guelph, add 1—
C 0303, George Griffin
- Bruce Co. Wheelmen, add 2—
C 0304, Moses Wildfang C 0305, M C Black
- St. Catharines Club, add 3—
C 0309, C Lymburner C 0310, Thos Struthers
C 0311, Thos J Allen
- Stratford Club, add 3—
C 0312, E F Hebden C 0313, J Wade
C 0314, R R McFarlane
- Paris Club, add 1— C 0320, W H Tufford
- Ramblers' Wheel Club, Belleville, add 21—
C 0355, George Biggar C 0366, S R Balkwell
C 0356, T S Clarke C 0367, Geo H Brown
C 0357, D R T McKinnon C 0368, F L Fellows
C 0358, Geo F Hope C 0369, S A Spanzenberg
C 0359, R E Lazier C 0370, Robert Gordon
C 0360, John Mackie C 0371, Edgar Foster
C 0361, J C Jamieson C 0372, S Lennox
C 0362, W W Pope C 0373, Geo Anderson
C 0363, James Jenkins C 0374, F Spencer
C 0364, James Macoun C 0375, W C Clute
C 0365, A T Bird
- Kingston Club, add 3—
C 0388, James Minnes C 0390, J B Mackay
C 0389, James MacNee
- Ariel Touring Club, London, add 3—
C 0404, A Macdonald C 0406, N S Williams
C 0405, W Mills

Ottawa Club, Ottawa, add 15—

- | | |
|------------------------|-----------------------|
| C 0418, W S Odell | C 0426, B Bogert |
| C 0419, R T Allan | C 0427, Ernest May |
| C 0420, W G Hurdman | C 0428, D Robertson |
| C 0421, A B Monk | C 0429, D Blyth |
| C 0422, Prof Bonbright | C 0430, C W C Taber |
| C 0423, H Adamson | C 0431, Major J Walsh |
| C 0424, W H Egleson | C 0432, C H Blanchet |
| C 0425, F Graydon | |

Brantford Club, add 6—

- | | |
|------------------------|---------------------|
| C 0440, George Heyd | C 0447, Chas Duncan |
| C 0445, Walter Webbing | C 0448, J Ham |
| C 0446, Richard Chave | C 0449, H E Howell |

International Wanderers, Niagara Falls, Ont., add 5—

- | | |
|-----------------------|----------------------|
| C 0467, John Robinson | C 0470, W Kimball |
| C 0468, G H Howard | C 0471, Louis Dayton |
| C 0469, W J McMurray | |

Woodstock Club, add 5—

- | | |
|----------------------|-----------------------|
| C 0506, William Barr | C 0509, Jas White, jr |
| C 0507, Bert Revell | C 0510, R Thomson |
| C 0508, F Bissonette | |

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Woodstock, June 26, 1885.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I beg to announce the appointment of the following Consuls for District No. 1:

- | | |
|---------------|----------------|
| Walkerton... | David Traill. |
| Paisley | A. G. Beamer. |
| Cargill | W. D. Cargill. |
| Drayton | Joseph Powle. |

Also the following Hotels as C.W.A. Headquarters:

- | | |
|------------------|------------------|
| Wingham | Brunswick House. |
| Seaforth | Commercial. |
| St. Marys | Coleman House. |
| Elora | Commercial. |
| Tilsonburg | Matheson House. |
| St. Thomas | Grand Central. |
| Drayton | Royal Hotel. |
| Arthur | Commercial. |
| Walkerton | Hartley House. |
| Paris | Windsor Hotel. |

W. A. KARN,
C. C. Dist. No. 1.

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L. D. Munger, of Detroit, well known to Canadians as one of the competitors in the open races at the last annual meet at Woodstock, and as a member of the Big Four party, at Boston, on Friday, July 31st, started at 4 P.M. on an attempt to break the bicycle road record of 207½ miles in twenty-four hours made by Fred. Russ Cook (the California wonder) this summer. He finished at 3.25 P.M., having completed 211 miles. The distance was measured on a Butcher cyclometer which had been previously tested.

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We direct attention to the new advertisement of Charles Robinson & Co., 22 Church street, Toronto, on the second page of cover. The Rudge is evidently having a large sale, as Messrs Robinson & Co. have been compelled to rent additional room for the display of their stock. Their warerooms have now a measurement of 1,720 square feet; so that they are able to show their large stock to advantage. We would advise our readers to call upon Robinson & Co. when in Toronto.

Wheel Tracks.

Thomas Stevens, the round-the-world tourist, has reached Constantinople safely.

As a rule, wheelmen are a handsome, healthy-looking lot of men.—*Buffalo Express*.

The Boston division of the Big Four Tour is to have a reunion and run in September.

R. G. Steel, of St. Johns, Mich., one of the Big Four Tour, is manager of the St. Johns Bicycle Club Tour.

S. T. Neiley, of Lynn, Mass., is touring in Nova Scotia, and will make an extensive trip among the Blue-noses.

A. E. Chestnut, of the Woodstock Bicycle Club, is spending his holidays on his bike in and around Hamilton.

"Mercer," who conducts the cycling column in the *Rugby Monthly*, gives a review of the various cycling journals in a recent issue, and goes for the *Wheel* lively.

Richard Howell, champion bicycle rider of the world, challenges John S. Prince, the American champion, for a one-mile race, in which he will give Prince twenty-five yards start.

One of the Canadian clerical tourists is the Rev. J. W. Harpster, of Canton, O., who began to use the bicycle 12 years ago, while a missionary in India. He is probably one of the earliest bicycle riders now in the United States.

H. D. Corey, of the Massachusetts Club, now holds the safety bicycle record for 24 hours. He accomplished 203 1-8 miles on Friday, the 7th inst., riding from Newton, Mass. He was accompanied by W. H. Huntley, of the Nonantum, on a tricycle, the latter making a record of 191 miles.

To those who are complaining about sidewalk bicycle riding, we suggest that they pave the sidewalk in front of their residences, and have a curbstone that bicyclers cannot ride over. The law is good, no doubt, but to a bicycle-rider the square side of a curbstone administers more law than all the courts in the Commonwealth.—*Lynn Union*.

The following English riders will compete at Springfield on Sept. 8th, 9th and 10th: Furnival, called THE English amateur, being unconnected in any way with any manufacturer. He is not yet nineteen years of age. Other amateurs are: Chalmers, English, Cripps, Illston, and Webber, while the professional list comprises Howell, Wood and James.

BEFORE AND AFTER TAKING

Inanely simpered the swellish du-de

To the charmer on his right,
And together they watched their friend, as he
Away on his bike took flight.

But the day soon came to that bright, sweet girl,

To choose from those on her sides;
The dude sucks his cane. I cannot complain,
And my wife her "trike" now rides.

The moral I'm sure is at once understood.

To be certain, I'll make it quite plain:
You can make up a dude from materials crude,
But to ride on a cycle takes brain.

—*Bicycle South*.

THE BIG FOUR TOUR.

The Big Four Tour is over, and Manager Ayers' expression is the most fitting to the occasion: "The great tour opens, passes away like a dream of enormous frolic, and is gone." And who of the participants did not find the prophecy fulfilled?

On Sunday evening, July 5th, the Genesee House, Buffalo, was fairly alive with cyclers, each adorned with the mystic circular badge "4," all anxiously waiting the advent of the tour, when they would be really started on the road, and on Monday morning, at an early hour, everyone was astir, cleaning wheels, packing grips, and getting everything into readiness, the weather being perfect. Precisely at 9.30, the long line moved down the sidewalk, the crowd of spectators being very large. After a spin over some of Buffalo's fine roads, they began to get a fair taste of road-riding, and the tour commenced to assume a practical appearance. The roads were not of the best the first morning out, but the whole party managed to keep well together, with a few exceptions. Alden was reached about 1.30, where an elegant repast had been arranged upon a lawn under the trees, and which was thoroughly enjoyed, judging by the sudden disappearance of everything eatable. The afternoon's ride brought us through Corfu, where the life of the party, Munger, of Detroit, well known to many Canadians, had the first opportunity of displaying his capability of making everyone laugh. By means of a pump and a hose, which he manipulated very handily, several of the party received shower-baths, all of which was taken in good part and enjoyed. Pushing on, an enjoyable ride was had into Batavia, which place was reached about 7.30 P.M., everyone being well satisfied with the first day's run, 44 miles. They were entertained very handsomely here during the evening by the Batavia Bicycle Club. On account of the steady rain next day, special train was taken to Rochester, where the entire party were taken through Powers' art gallery, considered to be the finest collection in the world. During the evening, a spin around the principal drives was taken. Wednesday morning, a ride of eight miles brought the tourists to Charlotte, where special steamer was taken for Cobourg. This was one of the features of the trip. The party were the sole occupants of the boat, and enjoyed themselves to their heart's content. Among the tourists were some very fine singers, notably Commander Bourne and Dr. Aitken, of New York city, whose efforts in the vocal line were greatly applauded. Others of the party, not musically inclined, enjoyed ducking each other with pails of water. When Cobourg came in sight, all the party commenced blowing their horns (for they were all equipped with hideous dinner-horns), and on a crowded wharf a quick landing was made, the horror of wheelmen, the custom-house officer, being on hand. After Manager Ayers had signed a \$12,000 bond, and got two citizens to go security, we were allowed to proceed to the hotel, where an elegant "hop" was tendered the tourists during the evening. On Thursday morning wheels were again mounted for a ride over Canada's once famous hundred-mile stretch, but which is now as poor

a piece of riding as can be found, causing great disappointment.

The Century road-racers, along with the manager of the race, W. K. Evans, stayed over in Cobourg preparatory to the race, which took place on the day following. The tourists dined in Brighton, and arrived safe in Belleville, where they were elegantly entertained by the Belleville Tourists' Club, of which Mr. S. G. Retallack is captain. A "hop" was provided, and quite a number danced into the "wee sma' hours," and were obliged to take the train next day. Friday was the last day in Canada. Napanee was reached for dinner, and after starting it commenced pouring rain, the last fifteen miles being ridden during the rain. On arrival at Kingston, a slight rest was made to wait for the road-racers, Cola Stone completing the distance first, a full account of which appeared in our last issue. Steamer was then taken for Round Island, the first week's wheeling being at an end.

The ambulance, which, by-the-by, consisted of two large covered wagons, having fallen a large distance behind, the boat which conveyed tourists to Round Island was considerably delayed, the wheelmen not arriving at the island till near 11 o'clock P.M. None of the tourists, or, in fact, the outsiders, will forget the scene at the Kingston dock while waiting for the ambulance. On board the steamer they had the pleasure of hearing "Canada's Own Orator" speak on "Woman's Rights." The hop which was to have been tendered the party at the Round Island Hotel, on Friday night, had to be postponed until the evening following, owing to the late arrival. On Saturday, the camp at "Shady Ledge" was taken possession of, and Commodore Taylor's hospitality partaken of. During the three days' stay at the island, all sorts of sports and games were participated in, some rowing, some fishing, and others sailing, while the gallants of the party found a field for their talents in devoting their time to the young ladies staying on the island. The hop held on Saturday evening passed off very successfully, an enjoyable time being spent by all the participants.

Sunday was put in very quietly, camp-fire service being held in the evening at Shady Ledge. Monday afternoon, the cyclers were obliged to tear themselves away from Round Island and Shady Ledge, where they had been entertained so elegantly. In glancing through the Commodore's autograph album, the writer came across an inscription by a friend that certainly echoes the sentiment of the Big Four tourists. It reads thus: "Hospitality, thy name is Taylor!" At two o'clock, steamer was taken for Alexandra Bay, where dinner was served.

The manager of the local skating rink had papered the town with flaring bills announcing that the Big Four would give an exhibition drill at his rink. On that afternoon his rink was packed as it never was before. The wheelmen knew nothing of this, and were astounded when, after dinner, they were informed that they were expected to exhibit themselves. They protested that they knew nothing about drilling, and did not visit the island for any such purpose. But the manager implored so feelingly that twelve of the Boston men took pity on him and volunteered to do what they could. So, arraying themselves in their red coats, big hats, and all

their gaudiest apparel, they pushed their wheels into the rink and climbed astride of them, four during this operation taking headings towards a common centre. They began the drill, which consisted of riding around the hall three times in single file, twice in double file, taking three different styles of headers, and finishing with a grand collision dismount.

After the drill performance, the steamer was again boarded and headed towards Clayton, where special cars were waiting to convey the tourists to Amsterdam.

Having the cars to themselves, the wheelmen felt no restraint, but seemed to consider it their duty to make as much noise as possible. Exhaustion, however, finally conquered, and at 12 o'clock nearly all were sleeping soundly. Then some of the wide-awake men arose, and securing a lot of burnt cork, went through the cars, artistically decorating the face of every sleeping tourist. Then they yelled and woke them up. It was very funny the way the awakened cyclists for a few minutes enjoyed the ridiculous appearance presented by one another, each blissfully unconscious that his own face bore any unusual decoration. There were no more attempts at sleeping in that car, and Amsterdam was reached at 1.30 A.M. The headquarters were made at Hotel Warner, and the tired wheelmen hurried off to bed as quickly as possible.

They were the next day to cycle down the Mohawk valley to Albany, but the rain came down, and they were forced to take the train. The only disagreeable feature of the tour was the weather, which was very unfavorable, and spoiled many a good ride.

The morning hours were passed at Amsterdam, the wheelmen disconsolately sitting around and wondering how the weather could be so mean, writing home to dear ones, or playing pool. This quietness soon pallied upon the Boston men, and it was with a yell of delight that they greeted the suggestion that they go out and buy some cow-bells and have a parade about town. In less than half an hour the town's supply of cow-bells was exhausted. Those who could not obtain cow-bells purchased sleigh-bells, and fastened them to their legs. Thus supplied, they paraded about town, creating a din most horrible, and terribly frightening the inhabitants. The noise so disturbed the editor of the local paper, who was conducting a leader on the present as compared with the hereafter of the potato-bug, that he rushed madly after the chief of police and tried to induce him to arrest the whole crowd. But the policemen had more sense than the editor, and refused to interfere with the boys' fun.

Tuesday night was passed at Albany, where the local cycling club entertained the visitors hospitably. The Albany Club has the finest house of any cycling club in America, excepting those of the Massachusetts and Boston clubs. The weather concluded to favor the cyclists the next day. All were heartily glad to once more mount their wheels, and the day's ride proved the most enjoyable of the tour. The route was over the old post turnpike, up and down innumerable hills, and then through the beautiful valley of the Hudson. A halt was called at almost every farm-house along the route, and the rest of its relieved of everything drinkable

At every town along the route the tourists were given an enthusiastic reception, the inhabitants turning out in Sunday attire and lustily cheering the wheelmen as they passed. Flags were hoisted on all the village commons, and if any man in town had a cannon he brought it out and blazed away. At one town a cannon was set in the road, pointing directly towards the advancing wheelmen. They were riding very fast, and did not see the gun until close up to it. Then the leaders made a wild swerve to the right, upsetting a number of those behind, who fell in a mass a few feet from the cannon's mouth. Fortunately the fuse went out before reaching the charge, and the wheelmen were unhurt. The owner of the cannon was terribly frightened at the result of his stupidity, and hurried off home with his cannon without firing it.

Dinner was served at Kinderhook. The afternoon ride was through the Hudson valley, and as there were less hills than during the morning the pace was much faster. The receptions along the route during the afternoon were even more enthusiastic than those of the morning. At Stockport they were met by Joshua Reynolds, L.A.W. representative for New York, who had a brass band in waiting and escorted them to his house, where he entertained them most hospitably. Several score of the village young ladies were there and made things delightful for the wheelmen, presenting each with a *boutonniere*. Each of the young ladies wore a badge formed of the tourists' colors, and after much persuasion were induced to pin them on the breasts of the cyclers. Hudson was reached just before dark, and the steamer taken for Prospect Park, Catskill. A grand time was expected at Catskill, as it was known that the management of the hotel had made extensive preparations for a grand ball, and that all the ladies for miles around were sure to be present. The ladies were all there, and the preparations were all made; but, owing to the baggage-wagon horse dying, the wheelers' baggage did not arrive until after 12 o'clock, the result being that only the lucky ones who had their dress bicycle suits were able to participate in the dancing.

The next morning a special steamer carried them across the Hudson to McKinstryville, where they mounted their wheels and set out for Poughkeepsie, 35 miles distant. Arrangements had been made for dinner at a hotel in Rhinebeck. The proprietor agreed upon a certain sum for which to furnish dinner, but the night before, thinking he had the wheelmen where they could not escape from him, he wired to Manager Ayers that he must have double the amount agreed upon. The tourists, of course, refused to consent, and arrangements were made for feeding the wheelmen at the young ladies' seminary at Rhinebeck, and the promise was given that the young lady students would wait upon them. The change proved most agreeable to the wheelmen, and they unanimously voted that they enjoyed nothing more on the whole trip than they did the dinner at Rhinebeck. The girls were very pretty and very entertaining, and when the wheelmen departed they left behind about all their badges and hat decorations.

The roads from Rhinebeck to Poughkeepsie were the best met with on the tour, and a

lively race was maintained. A few miles out the local cycling club met the tourists and escorted them into the city. After supper, steamer was taken for West Point, where they arrived after 1 o'clock.

Friday morning they again embarked on their special steamer and sailed for Irvington, from where they wheeled to New York city, disbanding at the Grand Central Hotel.

NOTES OF THE TOUR.

Canada had three representatives.

L. Munger, of Detroit, was voted the funny man of the tour.

Geo. M. Hendee was along with the party, and contributed in no small degree to the fun of the crowd.

Notably among the party was Mr. A. B. Reid, of Clarion, Pa., who has participated in the annual Canadian tours for the past three years.

Considering the length of the tour and the rough roads traversed, it is remarkable that so few accidents occurred. The only serious accident was the header taken by Fred. Jenkins, editor of the *Wheel*, which dislocated his knee. The machines also stood the test remarkably well.

Secretary Fuller, of the Big Four tourists, furnishes the following statistics: The youngest rider on the tour was Harry Higinbotham, of Chicago, 16 years old. The oldest was Dr. L. J. Bates, of Detroit, who has passed 52 years. The tallest man was Simeon Ford, of New York; the shortest, J. Bidmead Wright, of Brooklyn, just 5 ft. 2 inches. P. Harvard Reilly, of New York, outweighed all, tipping the beam at 200 pounds, while Harmon Wendell, weighing barely half as much, was the light weight. The largest wheel used was a 60-inch, of which there were several in the party. The smallest was a 48-in. In the style of machine used the Expert Columbia took the lead, there being at least forty of these in use. On the trip excellent time was made by the entire party, the average rate being nine and a half miles an hour. The greatest rate of speed for the company was twelve miles in 50 minutes.

A REMARKABLE RIDE.

Mr. H. R. Goodwin, of the North Manchester Bicycle Club, England, has just completed perhaps the most remarkable journey accomplished on a bicycle. Leaving Land's End June 1, he journeyed to John o' Groats; having reached which point in seven days and a half, he at once turned southward, and again arrived at Land's End on the 16th, the double journey of about 1,750 miles, or from one extremity of England to the other, having occupied less than sixteen days. From Land's End he rode to London, which was reached on the 19th, the rider having thus completed a journey of 2,050 miles in exactly nineteen days, or at an average of 108 miles per day. Mr. Goodwin rode a 40-inch "Facile" safety bicycle, and he arrived in London fresh and well, and it is worthy of notice that he is a strict teetotaler, and underwent the great strain of such a journey without any help from stimulants.

Springfield's Grand Tournament takes place on September 8th, 9th and 10th.

SEAFORTH CLUB RACES.

Seaforth, Aug 26.—The second annual tournament of the Seaforth Bicycle Club was held to-day upon the Recreation grounds. The new asphalt track, a quarter of a mile in length, was used for the first time. The day opened threateningly, and slight showers fell during the morning. The afternoon was more promising, but soon clouded over, and the weather became a few degrees colder, with a fresh north wind blowing, which somewhat retarded the races. At 2.30 p.m. the Woodstock Club was declared the winner of the banner presented by Messrs. Chas. Robinson & Co., of Toronto, for the best representation of any club, they having thirty-three of their thirty-five members on the ground. The races were then called as follows:

Club race, two miles—Armitage, first; Coleman, second; Dorrance, third. Time, 7.33 1-5.

Half-mile dash—In this race M. F. Johnson and T. Fane, Toronto; J. Lamb, London; S. L. McKay, Woodstock, and P. B. Smith, Chautauque, N.Y., started, but Fane fell on the first lap with Johnson on top of him. Neither were seriously injured. Lamb, McKay and Smith continued, finishing in 1.35 4-5; McKay first, Smith second, Lamb third.

Half-mile, without hands—Williams (Woodstock), first; Clarke (Woodstock), second; Armitage (Seaforth), third. Time, 1.48 4-5.

Three miles, lap race—Clarke and McKay (Woodstock), Foster and Fane (Toronto), and Lamb (London) started. Fane met with another fall, hurting one arm badly and damaging his machine. The race was finished by the others in 6.53—Foster first and Lamb second, Foster having gained one lap on the others. Only two miles were run.

Five mile race—Clarke, first; Foster, second. Time, 18.42.

Two mile handicap race—Lamb was allowed ten seconds start, and was followed by McKay and Smith, both of whom fell on the first lap, but remounted. McKay fell again on the second lap, and remained off. Lamb was first, Smith second. Time, 7.18.

Two mile green race—A. B. Parmenter, Woodstock, first; J. Robb, Seaforth, second. Time, 7.53 3-5.

Ten mile race—P. Biette, Woodstock, first; J. G. Dorrance, Seaforth, second. Armitage, of Seaforth, fell out on the sixteenth lap. Time, 37-14.

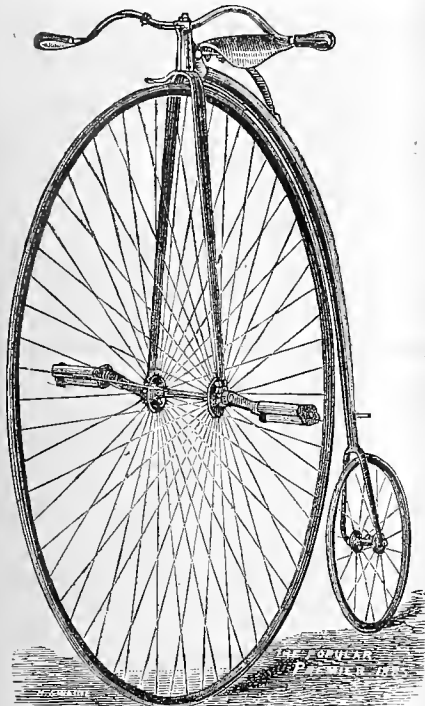
One mile race—Clarke, first; Foster, second. Time, 4.14. Foster fell in this race, and Clarke, gaining a good deal thereby, did not hurry himself.

About 2000 people were on the ground, despite the cold weather. The morning trains brought large numbers of excursionists from other towns. The Seaforth Club gave a grand concert in the evening. An excellent supper was spread by the ladies of Seaforth, and partaken of by visiting wheelmen, about one hundred of whom were present.

On August 1st, Messrs. Alphonse Hamel and Colin Hetherington, amateur oarsmen, accomplished a 121 3/4 miles bicycle run on the highway in twenty-four hours between Quebec and River du Loup.

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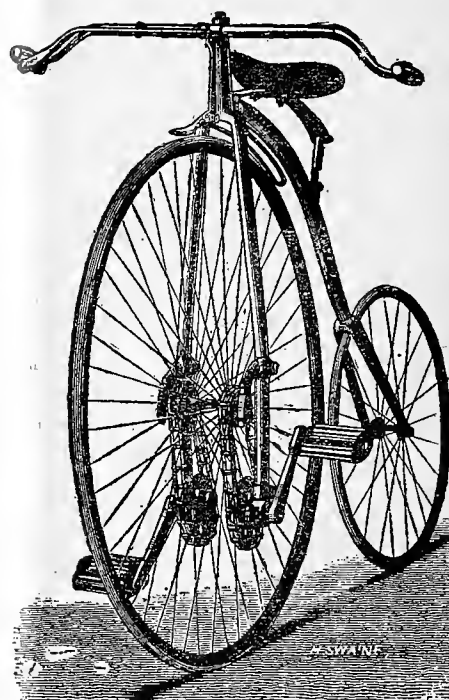
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The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.


VOL. II.

LONDON, CANADA, SEPTEMBER, 1885.

No. 15.

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Early Fall Bulletin.

SEPTEMBER, 1885.

THE RUDGE**THE MONARCH OF WHEELS.****AT HARTFORD,** Sept. 2 and 3, 1885.

Five Mile Professional Race, won by Howell on a Rudge Racer.
One Mile Safety Race, won by Chambers on a Rudge Safety.
Ten Mile Professional Race, won by Howell on a Rudge Racer.

AT SPRINGFIELD, Sept. 8 and 10, 1885.

Five Mile Professional Safety, won by Howell on a Rudge Safety.
One Mile Professional, won by Howell.
One Mile Professional Safety, won by Howell on a Rudge Safety, reducing the record to 2.55.
Three Mile Professional, won by Howell.

AT SEAFORTH, Aug. 19, 1885.

Eight Victories on the Rudge.

AT TORONTO, Sept. 17, 1885.

Two Mile Race, won by Clarke on a Rudge.

AT TORONTO, Sept. 19, 1885.

One Mile Open Race, won by Clarke on a Rudge.

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W. KINGSLEY EVANS, London, *Editor*.

HAL. B. DONLY, Simcoe, *Association Editor*.

JAS. S. BRIERLEY, St. Thomas, *Sec.-Treasurer*.

All communications of a literary character or relating to advertising should be addressed to the editor, W. KINGSLEY EVANS, Box 52, London. Those relating to business matters to the Secretary-Treasurer of the Company,

JAS. S. BRIERLEY,
St. Thomas, Ont.

LONDON, SEPTEMBER, 1885.

THE WHEELMAN.

With this number terminates the year during which the Canadian Wheelman Company had bound itself to publish a paper in the interests of the C. W. A. The paper has fallen short of the desires of its promoters, but this has been in great part by reason of the apathy and indifference of the members of the Association in properly strengthening the hands of the enthusiastic score of wheelmen who last year assumed the responsibility of the publication of this paper. Communications have been the exception instead of the rule, as they should have been in order to maintain the proper degree of local interest in the paper. Subscriptions have been insignificant in number, compelling the Company, in justice to its advertisers, to send out many free copies. But, even with these disadvantages, THE WHEELMAN has done something towards knitting closer together the wheelmen of the Dominion, and has helped materially in the work of the Canadian Wheelmen's Association, and therefore its publishers, although considerably out of pocket by their venture in the interests of the wheel, do not feel that their efforts have been entirely wasted, or that their labors have been absolutely fruitless.

THE WHEELMAN will not cease to exist, but will no longer be published under the same auspices.

THE RECORDS.

The bicycling season of 1885 is drawing to a close, and is being wound up by a series of race meetings in all parts of the States and Canada. The records, both English and American, have been smashed at Springfield within the month, although by English flyers. Of Canadian records it is to be regretted that as much can not be said. When the season opened, expectation was high that when the fall time came Canadian records would stand in no unfavorable comparison with those of our brethren across the lines. With such racing timber as Clarke and Ross, Davies and Lavender, in the field, this was not an unreasonable expectation. But it has not

been fulfilled. Ross has, to the regret of every wheelman, withdrawn from the cinder-path, and Clarke has never been pressed, or has, as at the late Toronto meeting, had unfavorable circumstances with which to contend. So the Canadian records are away up. Is it too late yet to put them where they ought to be? There is, we believe, some talk of a closing meet at Woodstock. Would it not furnish an admirable opportunity for accomplishing the desired end?

After a week's experience in America, *Wheeling's* representative, presumably Mr. Harry Etherington, sums up his knowledge of American cycling in general in the following paragraph:—"Although the United States may now boast a very large number of wheel-riders, yet we must admit they have very few advantages in the way of practising riding except in large towns.—Throughout America the roads are unridable; and the banks of rivers and canals, with the four-foot way in railways, are poor substitutes for a good, though sometimes rough, turnpike road, as they have been commonly called amongst us. In many large towns the wheelmen of America are not yet in the enjoyment of common privileges even with respect to their parks. For while the local authority in some places allows of wheel-riding in them, others forbid them.—These are difficulties for which we would make every allowance; but for the "bunkum" about the fastest riders in the world we have only laughter and ridicule. Already the title to be the champion of the world, which Hendee claimed, has been snatched from him under circumstances which wore somewhat of a ridiculous character, as he ran in seventh, over a distance which was considered to be specially his own. Now that Hartford is over, we look forward with anticipations of increased pleasure to Springfield, and have no doubt whatever that our representatives will increase the number of their victories, and prove to their American cousins that they have still a few things to learn—and nothing whatever to teach English wheelmen."

EDITORIAL NOTES.

The death of Cora Stone, the St. Louis champion, will be regretted by all our readers, few of whom may have met him, but all of whom have read of his gallant victory in the century road race in July last. He is described as the most daring and reckless of riders, and his extraordinary performance between Cobourg and Kingston proved that he also possessed wonderful staying powers. He should have died later.

Notwithstanding the adverse criticism which has been made of Canadian roads during the past year, there has been far more touring done this season, especially in Western Ontario, than ever before. And the majority of the tourists have expressed themselves as being highly pleased with the ground which they covered.

Richard Howell, the world's champion bicyclist, made a half mile at Springfield, Mass., on September 28th, in 1.13 3-5, beating the world's record for that distance by 1.25 seconds. He will attempt later on to lower the one mile record. Fred Wood will also try to make 2.30 if Howell makes 2.35 or less.

Literary Notes.

Outing for September is an admirable number, of special interest to lovers of aquatic sports and of cycling, while the general reader will find the usual array of attractive matter in its pages. The leading paper, on "The Buffalo Meet of the League of American Wheelmen," by Chas. Richards Dodge, is a description of the annual meeting of this national association of cyclists from the picturesque standpoint. "Isle au Haut" is a very readable sketch, by Arlo Bates, wherein one of the most charming islands on the Maine coast is graphically pen-pictured. Jay Howe Adams tells of the exploration, a-wheel, of a quaint locality contiguous to Philadelphia: the paper is entitled "Through the Neck on a Bicycle," and is fully illustrated. Karl Kron contributes a paper on the "Naugatuck and Farmington Valleys," Connecticut; and there is a review of "A Canterbury Pilgrimage," with a number of Joseph Pennell's charming illustrations. A sketch, in the humorous vein. "On the Proper Economy of Truth," is one of the best of the admirable series contributed by President Bates, and points a useful moral that should be heeded by those concerned.

"A Canterbury Pilgrimage," by Joseph and Elizabeth Pennell, and published by Charles Scribner's Sons, New York, should be read by all true lovers of the wheel. It tells of a pilgrimage made by Mr. and Mrs. Pennell from London to Canterbury on a tandem tricycle one morning in August of last year. The story of the ride is charmingly told, and the illustrations which crowd every page are in Mr. Pennell's happiest vein.

The secret of Prince's failure at Springfield, which he has kept so quietly, came out lately. On his left shoulder is a scar still unhealed, the traces of the surgeon's knife with which an abscess was cut out two weeks ago. The header which the wheelman took at the Cleveland meeting proved a tremendous shock. He was bent far over on his wheel, and he had made the first quarter in 35 seconds, when the left axle slipped between the bearing and hub and threw the rider straight over so that he struck in his bent position on the tip of his left shoulder. As he says, it completely laid him out, and for almost a minute he could not breathe. The next day the abscess began to form, but was so small that he let it run five days. A doctor told him that if he wanted to race the rest of the year he must have the sore cut out. He submitted, and had but just risen from a seven days' confinement to bed when he went to Hartford. Against the doctor's wishes he entered the races, the efforts made on his machine opening the wound and drawing on his strength tellingly. It will still be three weeks before he will be in good form, so that he expects to give his rivals hard work at St. Louis. He says, "I did not go to making excuses when the meeting opened here because I thought the other men would try to do better if they did not know I was in such poor shape to meet them." Any one who sees the scar of the wound will feel sure he has labored at considerable disadvantage.—*Springfield Republican*.

THE FIFTY MILE RACE.

The fifty mile bicycle race for the "Invincible" trophy offered by T. Fane & Co. came off on Wednesday, Sept. 16, on the Rosedale Grounds, Toronto. There were scarcely a score of persons present when the start was made, and less than a hundred witnessed the finish. Out of twenty or more entries, eleven riders came to the scratch. The names of those who started are: M. F. Johnson, Toronto; Craib, Summerville; H. W. Clarke, Woodstock; H. Davies, Toronto; F. Campbell, Toronto; R. Daniels, Toronto; W. Bowers, Toronto; — Thompson, Toronto; H. Kent, Newcastle; H. Beattie, Toronto; and F. Capon, Toronto.

At fifteen minutes past 3 o'clock the word was given and the eleven wheelmen were in motion. Johnson at once took the lead, and before two miles had been completed he was a full lap, or one-quarter of a mile, in advance of the next best. Beattie occupied second place, and Clarke third. The others were strung out in a line, but each one close up to the man immediately in front of him. The positions of the three leaders were maintained up to the sixth mile, when Beattie fell behind and Clarke came into second place. Johnson was still a half mile ahead, but already his pace was beginning to tell upon him, although he bravely attempted to keep it up. Occasionally Clarke and Davies (the latter had been gradually drawing near) caught up on him, but every time he put on a spurt and rode away from them again. It was evident, however, that the two flyers last mentioned were reserving their strength, and could readily have left Johnson behind at any time. The first five miles were completed by Johnson in 17.43, being about half a mile in advance of the second man.

When Craib, of Summerville, had put eight miles behind him he concluded that he had done enough work for one afternoon, and consequently retired from the track. The ten miles were completed by Johnson in 36.4, Clarke and Davies being close upon his hind heel, and all the others fully a mile in rear. Entering upon the fifteenth mile Davies and Clarke finally passed Johnson, and from thence to the finish rode rapidly away from him. About this time Thompson, who was already miles in rear of everybody else, announced to all concerned that he knew when he had enough, by jumping off his bicycle and leading the tired steed to a convenient corner. Davies was first to finish fifteen miles, and did it in 54.22, with Clarke hanging close behind in a most provoking manner. The twenty miles was completed by Davies in 1h. 11m. 53s., and Clarke followed a second later. Johnson was still third, but a mile and a half behind the two leaders. Capon took pity on his bicycle when he had covered twenty miles, and dismounting, put it to rest. Davies was still leading when the blackboard announced 25 miles completed, and his time was 1h. 30m. 2s. Clarke glided over the line a second later. Johnson, who was looking sadly fagged, was going behind with remarkable rapidity, and helping the next man, Campbell, to creep up on him. Bowers finished 25 miles, and retired to receive the congratulations of his friends. He was not ambitious to complete the 25, and would have been

satisfied with 20, but he was urged to keep on and did so for five miles longer. Another man who seemed ready to wish evil to the day upon which he saw a bicycle was Kent, of Newcastle, and Beattie also looked somewhat unhappy. — Neither did Daniels wear a particularly pleasant expression. There were now only seven riders on the track, and at least five of those looked as if they would rather have been somewhere else. Davies completed his thirtieth mile in 1h. 48m. 13s. from the start, and a couple of seconds later Clarke went rolling by. Campbell had taken third place, and Johnson had fallen behind to fourth place. Beattie was fifth, Daniels sixth, and Kent last. Davies and Clarke had each covered 33 miles in two hours from the start. At this point Daniels woke up, and began to roll around at a lively rate.

Thirty-five miles were completed by Davies in 2h. 7m. 36s., with Clarke a second or two later. These two riders had been keeping the same relative positions from the fourteenth mile, and every one looked for a keen race between them. In fact, the whole interest of the contest was centered in them. Davies continued to lead Clarke by a couple of yards; and although the latter occasionally spurted and drew up almost level, he was unable to pass the leader, and invariably fell behind again. Beattie had 29½ miles to his credit when he also retired.

Forty miles was next announced as completed by the first man; Davies was still leading, and his time was 2h. 27m. 16s.; Clarke was a yard or two behind; Campbell, 3rd; Johnson, 4th; Daniels, 5th, and Kent, 6th. On the second lap of the 43rd mile Clarke suddenly spurted, and passing Davies with great ease, soon led him by a quarter of a mile. In three hours from the start Clarke had covered 47¾ miles, with Davies a lap behind. When 45 miles were called for Clarke, the time was 2h. 43m. 55s.

The fifty miles were completed by Clarke in 3h. 7m. 22s.; Davies was then a lap and a half behind, and when he finished the others had completed the following distances: Campbell, 45 miles; Johnson, 42½ miles; Daniels, 40¼ miles, and Kent, 38 miles. The latter had dismounted several times, and had endeavored to rest himself by walking for a few minutes each time. The following table will give the time for the leaders for every five miles

Leader.	Distance.	Time.
Johnson.	5 miles	17.43
Johnson.	10 "	36.04
Davies.	15 "	54.22
Davies.	20 "	1.11.53
Davies.	25 "	1.30.02
Davies.	30 "	1.48.13
Davies.	35 "	2.07.36
Davies.	40 "	2.27.16
Clarke.	45 "	2.43.55
Clarke.	50 "	3.07.22

The other competitors were told, when Davies had finished, that if they were satisfied to accept the positions they then held the prizes would be awarded without asking them to finish the fifty miles. A chorus of "Yes" was the answer, and the contest came to an end.

—o:—

It is stated that Fred Westbrook is going to devote his time to professional racing. He ought to make a good one.

Wheel Tracks.

The Royal City Bicycle Club of Guelph has in view a week's trip through Western Ontario.

Messrs. Jenkins, Henry, Roy and Harrison, of the Ottawa Bicycle Club, rode from Quebec to Riviere du Loup in 13 hours.

Employment of bicyclists as scouts for Austrian intelligence department in militia manoeuvres proved a great success. They surpassed horsemen in endurance.

A bicycle club has been formed at Newmarket, Ont., to be known as the Newmarket Bicycle Club, with the following officers for the current year: J. E. Fogarty, president; J. Ashworth, captain; R. Gains, secretary and treasurer.

M. Guy, a French velocipedian, has just accomplished on his bicycle a journey of 1400 miles, which took him a little less than three weeks to accomplish. The average rate of travelling throughout was eighty miles a day.

A bicycle race took place at Toronto, on Sept. 18, for the Boustead championship medal, valued at \$60, with \$10 added. Three started — H. W. Clarke, Woodstock; W. H. Brown and F. H. S. Westmacott, Toronto. Clarke came in first, with Brown 15 yards behind, and Westmacott a bad third.

R. Howell has lately made several trials on the Hampden Park track, Springfield, Mass., to beat Fred Wood's world record for a mile of 2.35 5-5 on a bicycle. On the afternoon of the 21st Sept., with John Brooks, of Blossburg, Pa., as pace-maker, Howell succeeded in cutting one-fifth of a second from the record.

The fall meeting of the board of officers of the League of American Wheelmen was held at Springfield, Mass., on Sept. 9th. The treasurer's report showed a cash balance of \$1.240. The report of the secretary showed a flourishing condition of the League, with a membership of 5,200. The racing board were recommended to inaugurate a strict system of classification.

T. J. Richardson, superintendent of drawing in the Minneapolis public schools, certainly believes in the practicability of the bicycle. Over three years ago he disposed of his horse, and ever since has used constantly a Columbia bicycle. Summer and winter it has taken the place of a horse; and for over two years he has ridden his rounds, as a professional man, on a bicycle, averaging ten miles a day.

George M. Hendee, the amateur champion of America, at a public and official trial at St. Louis, on Sept. 23rd, under the auspices of the Ramblers' Bicycle Club, lowered the world's amateur records for half mile, three-fourths of a mile and one mile. The time made was as follows: Quarter, 38 seconds; half, 1.15; three-quarters, 1.55¼; mile, 2.38¾. The record for the half mile lowers any previous time made at this distance, either professional or amateur. The previous best amateur mile was 2.39. The weather was raw and foggy. Hendee will attempt to lower the world mile record, 2.35 2-5, at a later date.

The Canadian Wheelmen's Association.

ORGANIZED SEPTEMBER, 1882.

President—Mr. JAS. S. BRIERLEY, *Journal*, St. Thomas, Ont.

Vice-President—Mr. W. G. EAKINS, *Mail*, Toronto, Ont.

Secretary-Treasurer—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

AMERICAN AND BRITISH CYCLING.

The average Briton of the genus "cyclist," be he clubman or unattached, knows little, and cares less, for American cycling. To him Hendee is but an idle word which he may chance to have seen somewhere in an English paper, or have heard of in connection with a disputed record. And in like manner the American, outside the Press and official circles of New York, Boston, Philadelphia, and other centres, has very vague ideas about British cycling and its votaries. John Keen and Herbert L. Cortis are two names that are probably known to even the most indifferent Yankee of them all; but saving the hand who swept so clean the Springfield board last year, there are few Englishmen whose records attract any attention from our cousins. And, after all, it is little to be wondered at that Americans should take a somewhat unfavorable view of British cycling, to which we reply with a doubting spirit displayed towards American records. For, as a matter of fact, the Americans have never seen in their own land any really good-class English cyclists, and are apt to look upon us very much in the same light as does a large proportion of our own public opinion here at home; while we, in dealing with American records, remember that when the Yankee flyers met Sellars and Company they could do none of the great feats claimed for them when the British element was absent. As has been pointed out, too, in our columns by "Nimshivitch," the "clocking" on the other side is occasionally eccentric, to put it mildly. But to come to the point, which it is the purpose of this article more particularly to accentuate, we think there can be no doubt that in America there is an extraordinary freemasonry of the wheel which would delight the heart of C.W.N., and which here, in old played-out England, would be a rank impossibility. Take, for instance, the Big Four Tour, just made a *fait accompli* on the other side. This curiously-designated tour has been carried through by no less than 400 cyclists, in bands of 100 each, and the sensation they have caused has evidently been tremendous. Such a thing in England, with all its cycling brotherhood, we venture to say, would be scouted if proposed. There is something repugnant to the taste of the only class of wheelmen in England who could afford the "high jinks" of a Big Four Tour in parading the country through decked with ribbons and blowing horns, as our friends over there have done. The Briton would call it "awful rot, don't you know," and slip away for a quiet trip with a couple of friends, or by himself. Public opinion here would probably declare against the idea, and, candidly, it seems

hard to understand where—apart from the vain joy of being part of a spectacle—the fun of a never-ending Hampton Court Meet procession would come in. We read in American papers that when the tourists passed a lady on their way they shouted sundry well-meant pleasantries to her, the burden of which was the word "Howdy!" to which the lady was supposed to reply "Howdy!" in her turn. We can imagine "An Indignant Father" writing to the *Daily Telegraph* next day, and protesting against the insult paid to his daughters by a crowd of men on bicycles, if such a thing were done here, and we see in advance the flickering flames of society-journal criticism with "cads on castors" hurled in the teeth of the wheel world. At hotels it seems the Big Four Tourists were wont to chaff the waitresses—a custom common enough in its way, and harmless as long as the waitress liked it, and the men did not forget, as too many men do forget, that a woman earning her living in that capacity is not therefore to be considered fair game for any impertinence which the shallow pate of the callow boy imagines to be wit, or the heavy mind of the bar-lounger esteems gallantry. Many other things of worth did the Big Four Tourists; but we have slid from our subject, which was the freemasonry of the wheel which brought together four hundred men to tour in company. At home here such a thing would break upon the rock of class distinctions. A member of one club would not ride with the members of another, and the first cry of "Howdy" would be greeted by numbers of men with smothered execrations and murmurs of another word of somewhat similar sound. The British cyclist, taken as a class, is probably a poorer man than the American, and the U.S. wheelmen recognizing the broad plutocracy rather than the many small distinctions which even the poor man in England clings to, fearing to lose caste even though he has lost all else—or never possessed aught else for the matter of that. We do not wish to infer, because we believe that the existence of the American plutocracy is at the root of the freemasonry of the wheel of which the Big Four Tour was a proof, that the American cycling gentleman is not in every way as favorable a specimen of the wheelman as the best English club can produce. On the contrary, every one who has had the privilege of making the acquaintance of the men who have in former years, and again this season, visited us from the States, knows that no better set of fellows ever crossed wheel or qualified for the title of gentlemen. The good clubs of Boston and New York—the former particularly—have sent us cyclists who draw closer the bonds of union between two great bodies of men—bonds which the wild surge of Atlantic waves rolling between us can never wash away so long as men on both sides are animated by the true frank spirit which animates alike Briton and American; and so long as on both sides it is recognized that the pot and cash-hunting amateur racer, with his touting journalistic companions, his disregard for public opinion, and his general objectionable surroundings, is no more the representative of British cycling than is the "hooting hoodlum" of America, with his brag and his bounce, his ribbons and his horn, the exponent of Young America in cycling guise.—*Wheel Life*.

TORONTO CLUBS' RACES.

A GOOD ATTENDANCE AND A FAIR AFTERNOON'S SPORT—THE TORONTO CHAMPIONSHIP.

The fourth annual sports, held under the auspices of the Toronto Bicycle Club, took place on the Rosedale Grounds, Saturday afternoon, Sept. 19th. About 1000 persons were present, and although some good sport was witnessed, on the whole two or three events fell very flat consequent on bad handicapping. A stiff nor-westerly breeze blowing all the afternoon prevented either fast time being made or records broken. The races commenced shortly after 3 o'clock, and were concluded by 6 p.m. During the afternoon, Fred. Westbrook, of Brantford, and C. E. Hacker, of Providence, R. I., gave an exhibition of fancy and trick riding, excelling anything ever previously given in Toronto. It would be difficult to describe the various manœuvres they executed, but it was evident from the applause which they received that the spectators were delighted with the exhibition. The races were carried out under the superintendence of the following gentlemen: Messrs. J. B. Boustead, referee; H. Goulding, S. G. Curry, C. F. Lailey, judges; W. G. Eakins, F. Garvin, Jno. Massey, time-keepers; F. J. Sparling, H. Rytic, clerks of the course; H. K. Merritt, A. E. Blogg, scorers; H. B. Donly, starter.

Some regret was expressed that Burnham, of Massachusetts, and Weber, of New Jersey, did not put in an appearance.

1.—Two mile handicap (four laps to the mile) open. 22 entries, 11 starters:

E. A. Thompson, W.B.C., 700 yards start	1
F. S. Strange, W.B.C., 800 yards.....	2
C. Langley, T.B.C., 500 yards.....	3

Davies (70 yards), Campbell (100), and Fane (100), went to work with a will, but they were sadly over-handicapped. When the race was over it was a question who had won it. No one seemed to know, and it was fully an hour before the judges could make up their minds. The decision given was as above. Time not taken.

2.—Half-mile junior race, club (16 and under, machines not to exceed 50 inches). 4 entries, 2 starters:

A. J. Baxter	1
A. Brown.....	2
Time 1m. 48 1-58.	

The lads kept pretty well together. Passing the post for the first time, Brown was leading by a length, but when the second lap was half completed, Baxter spurted and came in winner by about two lengths.

3.—One mile open. 5 entries, 2 starters—

H. W. Clarke, Woodstock	1
F. Foster.....	2
Time 1m. 19 1-2s.	

Clarke rode a 58in. Rudge, Foster a 54-in. Invincible. The pair set off at a cracking pace, Foster having a slight advantage. At the 2nd lap the Toronto man was leading by half a length, which lead on the 3rd lap he had doubled.—Clarke was evidently allowing him to make the running, as on the last lap the Woodstock man spurted, and came in winner by about 25 yards.

4.—One mile, club (confined to those not having beaten 3.45). 4 starters.

First heat—

J. S. Anderson..... 1
A. S. Bowers..... 2

Time, 3.23 4-5.

Second heat—

F. J. Brimer..... 1
W. H. West..... 2

Time, 3.41 2-5.

5.—One mile, Toronto championship. 4 entries, 3 starters—

P. H. Davies, Rota B.C..... 1
F. Foster, W.B.C..... 0
T. Fane, W.B.C..... 0

Time, 3.7 2-5.

Fane got the best of the start, and was leading at the completion of the first lap, Foster being second and Davies third. At the second lap Davies had exchanged places with Foster, and looked like taking first place. This he succeeded in doing, leading at the round, and maintaining his position to the end, crossing the line a comparatively easy winner.

6.—Two mile race for club trophy and medal.

F. J. Campbell..... 1
M. F. Johnston..... 2

Time, 6.45.

Johnston got the lead and maintained it for half the distance. Campbell then closed up, drew ahead, and came in winner by about 25 yards.

7.—Wanderers' Challenge Cup, 5 miles (handicap), for cup presented by Mr. W. J. Beatty. Six starters—

J. S. Strange, 1,760 yards start... 1
A. Daniels, 1,100 yards..... 0
F. J. Capon, 600 yards..... 0

Time, 4 miles, 17.34 4-5.

This looked a sure thing for Strange, who had a mile start. Foster, the scratch man, laid himself out to overhaul the limit man, but after doing a mile and a half, in which he gained one lap on Strange, he gave up the contest, finding the handicapping too much for him.—Fane also made a good bid for the cup, but without success. Strange jogged along on his safety, and although it was geared to 56 inch, some one in the crowd took him for a little fellow and encouraged him with the cry, "Go it, shorty!" Strange came in winner by about 100 yards, Capon half a lap behind Daniels.

8.—One mile club bicycle race, final heat—

J. S. Anderson..... 1
F. J. Brimer..... 2
A. S. Bowers..... 3
W. H. West..... 0

Time, 3.28.

This was a pretty safe thing for Anderson. He got the lead at the start and kept it to the finish, winning by 20 yards, the same distance between second and third.

9.—Five miles, open. 7 entries, 3 starters—

F. Foster, W.B.C..... 1
H. P. Davies, R.B.C..... 2
H. W. Clarke, Woodstock..... 3

Time, 16.20 1/4.

Besides the usual prizes, an extra one was offered for the winner of the greatest number of laps, thus ensuring a good race. Davies led for the first lap, Clarke being second, and Foster third. On the second round Foster took second

place, and this order was maintained until the eighth lap, when Clarke retired, urging as his reason that his saddle had become displaced, thereby preventing the wheel from revolving freely. The other two raced on, Davies leading all the way, with Foster very close up. As the 19th lap was entered on the spectators became greatly excited. Foster, who had been biding his time, then let out and passed Davies amid tremendous cheering. The latter seemed paralyzed for the moment and missed his pedal; Foster, continuing his career, increased the distance between them, and came in winner of a cracking race, the best of the day, by about fifty yards.—*Mail*.

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MONTREAL BICYCLE CLUB'S GAMES.

The attendance at the Montreal Bicycle Club's games on Saturday, August 29th, on the Shamrock Lacrosse Grounds, was anything but encouraging, and the small attendance left not deeply impressed with the excitement of bicycling racing, as in most of the events there were no races, it being simply a procession, now and then enlivened with an occasional brush for a few dozen yards. The weather was first-rate and the track in good order, and the management of the events everything that could be desired; but there can be no doubt but that the meeting fell flat, and needed some more powerful drawing-card to make it a success. The field officials were:

Referee—Mr. H. S. Tibbs.

Judges—Prof. C. H. McLeod, Messrs. J. K. White and J. D. Millar.

Starter—Mr. T. L. Paton.

Time-keepers—Messrs. H. W. Becket, J. A. Taylor, T. A. Adkins.

Clerks of the Course—Messrs. D. D. McTaggart and J. L. Gardner.

Scorers—Messrs. W. G. Ross and J. W. Davis.

The events and winners were as follows:

1. Two miles (second class), open to all amateurs who have never won a first prize from scratch except in a third or fourth-class race.

Five entries:

J. R. Scales, M.B.C..... 1
Geo. Darling, M.B.C..... 2

Time, 7m. 27s.

Half mile in heats (best two in three). Three starters:

G. S. Low, M.B.C..... 1 1
J. H. Robertson, M.B.C..... 2 2
H. B. Williams, Swansea B.C..... 3 3

Time, 1m. 35 3-5s.; 1m. 50s.

A good race was expected, as Williams was supposed to be a flyer, but Low and Robertson both had an easy task in, leaving him as they pleased.

Three mile roadsters (40 pounds or over).—Seven entries:

H. M. Ramsay, M.B.C..... 1
F. W. S. Crispo, M.B.C..... 2

Time, 11m. 13s.

The race was a good one, Crispo taking the lead on the third round and keeping it by a few yards till the last turn, when Ramsay beat him out and won handily.

One mile. Three entries:

G. S. Low, M.B.C..... 1
E. C. P. Guy, M.B.C..... 2

Time, 3m. 29 1/2s.

Williams was also entered in this race, but was never in it after the first lap.

Half-mile dash without hands. Three starters:

H. M. Ramsay, M.B.C..... 1
J. T. Gnaedinger, M.B.C..... 2

D. B. Holden, the crack rider at this style, was also entered, but he had hard luck in starting, and could not catch up his loss at the start, and was left.

One mile (fourth class), open to all amateurs who have never raced before.

M. L. Lusher, M.B.C..... 1
F. W. S. Cripps, M.B.C..... 2

Time, 3m. 32 1/2s.

Lusher, the youngest of the six starters, rode a plucky race all through, and won as he pleased by seven seconds. It was the finest racing of the day so far.

Three mile record. Three starters.

G. S. Low, M.B.C..... 1
E. C. P. Guy, M.B.C..... 2

The race, as from its name, was to be won by the rider taking the lead in the greatest number of laps. Low rode ahead in seven, when the race was stopped, as there were only five more to go, and no one could equal his record.

One mile (third class), open to all amateurs who have never won a prize except in a fourth-class race. Seven entries.

G. R. Angus, M.B.C..... 1
J. H. Robertson, M.B.C..... 2

Time, 3m. 25 1/4s.

This was the race of the day, the first, second and third places being all matter of doubt in the last round.

Five mile. Six entries.

J. R. Scales, M.B.C..... 1
E. C. P. Guy, M.B.C..... 2

Time, 19m. 13 1/2s.

This ended about as flat a racing meeting as ever the Bicycle Club held.—*Gazette*.

—:o:—

RACING UNDER THE ELECTRIC LIGHT AT BORDEAUX.

The Veloce Club Bordelais organized an evening *fete velocipedique* by the electric light in aid of the wounded soldiers at Tonkin. This splendid affair came off on June 4th, on the Place des Quinconces, in delightful weather, about 20,000 spectators putting in an appearance for the benefit of the cause. The arrangements were perfect and the illuminations magnificent; about 2,000 colored lamps, and as many Venetian lanterns, were strung over the track, from pole to pole, in a very pretty fashion, and gave a scene of splendor to the surrounding decorations of drapery, flags and banners of every country and color. Chalk was strewn all over the track, and the electric light shone brilliantly as daylight upon this white surface, making matters less dangerous for the racing division. In the centre of the ground five military and other bands played in their turns, and the delightful selections of music gave an enchanting sensation to the pleasure of the evening. Proceedings commenced at 8.30 P.M. by a club handicap, and other events followed.—*Cyclist*.

—:o:—

Mr. S. M. Daly, of the Belleville Bicycle Club, has been spending the past month in London. He carries a wounded arm, the result in the engagement at Batoche.

AMERICA'S GREATEST TOURNAMENTS.

HARTFORD.

The Hartford Club's Bicycle Tournament took place at Charter Oak Park, Sept. 2nd and 3rd. The result was a success financially, but adds nothing to American pride or self-esteem, as the foreign visitors captured nearly every race, Burnham alone upholding the American end.—The weather was against record-smashing, and but little in that line was accomplished. Appended is a summary of the two days' racing:

FIRST DAY, SEPT. 2ND.

The weather was chilly, but the attendance was large, 7,000 spectators being present. The races contained many a surprise to American riders, for those from whom the most was expected failed to accomplish anything. Hendee fizzled out completely, being so badly beaten that every one was of the opinion that he was unwell. Burnham, of Roston, did the best work of all the Americans. In the professional races the Englishmen, of course, had things all their own way. Prince did not start. Results:

Mile novice race—D. W. Rolston, Worcester, 1st, in 3.08 2-5; E. E. Smith, E. Hartford, 2nd.

Mile tricycle race—Won by R. Chambers, Birmingham, Eng., in 3.09 2-5; R. Cripps, Nottingham, Eng., 2nd; W. N. Winan, Springfield, 3rd.

Five-mile professional race—The starters were: John Brooks, Blossburg, Pa.; R. Howell, Leicester, Eng.; R. A. Neilson, Boston, Mass.; Fred. Wood, Leicester, Eng., and W. M. Woodside, Chicago, Ill. Prince did not appear. Howell won on the last lap. Summary:

Miles.	Name.	M.	S.
1—	W. M. Woodside..	2	59
2—	W. M. Woodside.....	6	08
3—	W. M. Woodside.....	9	27 1-5
4—	W. M. Woodside.....	12	42 3/4
5—	Richard Howell.....	15	44

Mile amateur race—This race was the event of the day. There were thirty entries, which by trial heats were weeded down to the following, who started in the final heat: H. W. Gaskell, E. P. Burnham, Geo. E. Weber; R. H. English, North Shields, Eng.; P. Furnival, London, Eng., and M. J. V. Webber, Eng.; Geo. M. Hendee, Springfield, Mass., and Joe Powell, Smithville, N.J. Webber, of England, won the first trial heat in 2.58 2-5, and Furnival the second in 2.56 1-5. The final heat was won easily by Furnival, Hendee being badly beaten. Furnival's time was 2.48 1-5; Burnham second in 2.48 2-5; Powell third.

Five-mile State championship.—There were but three starters in this event, F. F. Ives, of Meriden; H. E. Bidwell, Hartford; and L. A. Miller, Meriden. Result:

Miles.	Name.	M.	S.
1—	F. F. Ives....	3	23 1/4
2—	H. E. Bidwell.....	6	48 1/4
3—	L. A. Miller.....	10	11
4—	F. F. Ives	13	47
5—	L. A. Miller.....	16	40 2-5

Mile ride and run.—This was won by C. B. Ripley, East Hartford, Conn., in 4.23 3/4, breaking the record of 4.31 2-5; Foster, of Meriden, second, in 4.24 1/2.

Ten mile amateur record race.—The starters were: P. Furnival, London; D. E. Hunter, Boston; R. H. English, North Shields, Eng.; Wm. A. Rowe, Lynn, Mass.; H. W. Gaskell, Boston, Mass.; H. L. Snodderly, Washington, D.C.;

Geo. E. Weber, Smithville, N.J.; H. S. Kavanaugh, Cohoes, N.Y.; Robert Cripps, Nottingham, Eng.; M. J. V. Webber, Eng. Result:

Miles.	Name.	M.	S.
1—	P. Furnival.....	2	59 1/2
2—	P. Furnival.....	6	00
3—	P. Furnival.....	9	06
4—	R. H. English	12	17 1/2
5—	R. H. English.....	15	28
6—	R. H. English.....	18	36
7—	R. H. English.....	21	41 1/2
8—	R. H. English.....	24	51
9—	R. H. English	28	
10—	R. H. English.....	31	1 2-5

Three mile race (9.45 class).—This was won by C. P. Adams, Springfield, in 9.03 3/4; J. Illston, Hartford, 2nd.

SECOND DAY, SEPT. 3RD.

The weather was good, but the wind was as heavy as on the first day, thus interfering materially with the time made. About 6,000 people were present, who manifested but little enthusiasm owing to the general success of the Englishmen. Results:

Mile amateur race (3.00 class).—First heat: W. A. Rowe, Lynn, 1st, 2.53 1/2. Second heat: F. F. Ives, Meriden, 2.51. Final heat: Rowe, of Lynn, 1st; Ives, of Meriden, 2nd; Cook, of San Francisco, 3rd; Adams, of Springfield, 4th. Rowe, Ives and others started under protest, the claim being that they had records better than three minutes. The protest was decided and allowed before the close of the meeting, giving first place to Cook and second to Ives. Rowe's time was 2.47; Cook's about 2.49.

Five mile amateur champion race.—The following started: D. E. Hunter, Boston; William A. Rowe, Lynn; George E. Weber, Smithville, N.J.; A. B. Rich, Brooklyn, N.Y.; R. H. Renton, New York; L. A. Miller, Meriden, Conn. Result:

Names.	Miles.	M.	S.
Rich.....	1	06	10 1/2
Rich.....	2	03	14
Weber.....	3	09	33 3/4
Rowe.....	4	12	56 1/4
Rowe.....	5	15	58 3/4

Mile professional race.—F. Wood, Leicester, England, 1st, in 2.50; Howell, 2nd, in 2.50 1/2. Prince did not start.

Three mile race.—P. Furnival, 1st, in 9m. 1-5s.; M. J. V. Webber, 2nd.

Three mile tricycle race.—R. Chambers, Eng., 1st; R. Cripps, Eng., 2nd. Chambers' time, 10.07, beating the American amateur record of 10.07; Cripps' time, 10.04 3-5.

Mile amateur special race—R. H. English, of North Shields, Eng., 1st, in 2.44 1/2; Burnham, of Newton, Mass., 2nd.

Three mile State championship.—L. A. Miller, Meriden, 1st, in 9.50.

Mile safety race.—Starters: E. P. Englehart, London, and R. Chambers, Birmingham, Eng., and R. Finley, Smithville, N.J. A closely-contested race was settled by a splendid spurt of Chambers, who came in first, beating the best American record by 9 seconds. Summary:

Name.	Miles.	M.	S.
Englehart.....	Quarter.	0	46 1/2
Englehart.....	Half.....	*1	28 1/2
Englehart.....	Three-quarters*	2	28 1/2
Chambers.....	1-Mile.....	*2	57 1/2

* Times marked with (*) denote best American record.

Ten mile professional race—The starters were: John Brooks, Blossburg, Pa.; R. Howell, Leicester, Eng.; R. A. Neilson, Boston, Mass.; Robt. James, Birmingham, Eng.; Fred. Wood, Leicester, Eng.; William M. Woodside, Chicago, Ill. This was a good race. Howell coming in 1st, Wood second, Neilson third, Woodside fourth, and Brooks fifth. Summary:

Name.	Miles.	M.	S.
W. M. Woodside.....	1	2	54
R. A. Neilson.....	2	6	—
R. A. Neilson.....	3	9	15
W. M. Woodside.....	4	12	21 1/2
W. M. Woodside.....	5	15	39
R. A. Neilson.....	6	19	06
W. M. Woodside.....	7	22	24
W. M. Woodside.....	8	25	40
W. M. Woodside.....	9	28	58
R. Howell.....	10	31	59 1/2

Five mile amateur race—The following seven flyers appeared as starters: R. N. English, W. A. Illston, Robert Cripps, E. P. Burnham, H. L. Snodderly, A. P. Englehart, and G. Weber. Burnham won the race amid immense enthusiasm, with English, thirty yards behind, 2nd, Cripps 3rd, and Weber 4th. Summary:

Name.	Miles.	M.	S.
English.....	1	2	52
Cripps.....	2	5	56
English.....	3	9	07
Burnham.....	4	12	20
Burnham.....	5	15	18 1-5

Consolation race—A. McGarrett, Springfield, 1st, in 3.00 1/4.

SPRINGFIELD.

FIRST DAY, SEPTEMBER 8TH.

The fourth annual tournament of the Springfield Bicycle Club opened on Tuesday, September 8th, under the most favorable circumstances, with an attendance of 6,000. The many events were hotly contested, the Englishmen winning eight of the ten races. The record-breaking was remarkable, no less than twenty fast times having been cut down. In the three mile amateur tandem tricycle race, Robert Cripps, of England, and G. H. English, of England, broke the world's records for one, two and three miles, making the distances in 2.46, 5.34 2-5, and 8.23 2-5. Cola Stone, of St. Louis, by reckless riding in the last lap of the ten mile amateur race, fouled Geo. M. Hendee, when these two and D. E. Hunter, of Salem, took headers, breaking two machines, Hendee's being hopelessly damaged. Stone's right hand was seriously injured, and Hendee's right shoulder was cut open.

The tournament opened at 9.30 A.M. with the trial heats designed to weed out the slow coaches. The track was in perfect condition, and even in these opening dashes four records were cut. M. J. V. Webber, of Ryde, England, reduced the three mile amateur bicycle record to 8.34 2-5. Robert Cripps, of Nottingham, England, reduced the three-quarter and one mile amateur tricycle records to 2.21 and 3.02 1-5 respectively, and the one mile amateur safety bicycle record was lowered by A. F. Englehart, of Croydon, England, to 2.48 1-5.

The prize-winning events of the day began at 2.30, on a perfect track and with prompt starting. The racing was opened with a splendid one mile handicap dash by professionals, in

which Fred. Wood, of Leicester, Eng. (scratch), won, breaking the mile record in 2.35 3-5: R. Howell, of Leicester, Eng. (scratch), was second, breaking the three-quarter mile record in 1.52 2-5; R. A. Neilson, of Boston (45 yards' start), third; Robt. James, of Birmingham, Eng. (scratch), fourth; and John S. Prince, of Chicago (scratch), fifth.

The ten mile amateur championship race, in which the accident on the back stretch put the three leaders out of the race, when Hendee was shooting ahead with best chances of winning, was taken by E. P. Burnham, of Newton, Mass., W. A. Rowe, of Lynn, Mass., second, and A. B. Rich, of New York, third. Burnham broke the six, eight and ten mile records as follows: 18.18 1-5, 24.40. and 30.24 2-5. Stone broke the seven and nine miles in 21.28 2-5 and 27.43.

Robert Cripps, of England, won the one mile amateur tricycle race in 3.07, with R. Chambers, Birmingham, Eng., second, and W. N. Winans, of Springfield, third.

R. Howell won the five mile professional safety race in 15.36 1-5, with John Brooks, of Blossburg, Pa., second, and Wm. A. Woodside, Chicago, third.

R. H. English, of Newcastle, England, won the half mile amateur race, with W. E. Crist, of Washington, second, and L. A. Miller, of Meriden, third, Hendee's half mile being beaten in 1.15 4-5.

C. E. Kluge, of Jersey City, N. J., on a Star, won the 3.10 amateur race in 2.41 2-5; C. R. Adams, of Springfield, second, in 2.42, and P. M. Harris, of New York, third.

M. J. V. Webber, of England, won the three mile amateur bicycle race in 8.46 1-5, R. H. English, of England, second, and W. A. Illston, of England, third.

Fred. Wood won the three mile professional record race, with Howell 2nd, and James 3rd, who broke the two mile record in 5.42 2-5.

The five mile amateur record was won by Percy Furnival, of London, Eng., in 14.36 1-5, breaking the American record; G. E. Weber, of Smithville, N. J., second; E. P. Burnham, of Newton, Mass., third. Furnival broke the three mile record in 8.34 4-5, and Gaskell the four mile record in 11.34 4-5.

SECOND DAY, SEPT. 9TH.

One thousand five hundred people witnessed the second day's races of the Springfield Bicycle Club tournament to-day. The track was not well dried at the start, but the inner part dried in a short time wide enough for two or three wheels, and the rest improved during the afternoon. The air was warm, with a slight breeze. Furnival won the one mile amateur championship of the world race, in 2.45 4-5; Illston finished second; Ives, of Meriden, Conn., third. Hendee had not yet recovered from the effects of his header yesterday. The one mile professional sweepstakes and world's championship was a race between Howell and Wood, the former winning by 3 feet in 2.49 3-5. James finished third, a second later. Chambers, Allard and Englehart, the Englishmen, and Powell, on the diminutive Star, were starters in the three mile safety bicycle race. They set a great pace, fighting it hotly lap after lap, now one now another leading. Down the home stretch in the last lap Englehart was leading and stubbornly

fought every inch of the way with Allard, who steadily crept by him, but beyond both in the middle of the track Chambers made a spurt, and in the last two yards passed both and won, with the other two lapping his wheel. All records were made over. Times and records are:

Quarter mile, 4m. 4-5s., Englehart; half mile, 1.27 2-5, Englehart; three-quarters of a mile, 2.11 1-5, Englehart; mile, 2.55, Chambers; two miles, 6.05, Englehart; three miles, 8.59 2-5, Chambers.

Allard's time for the three miles was 8.59 3-5, and Englehart's for the same distance 9 minutes. N. E. Kauffman, of Rochester, gave a pretty exhibition mile on a unicycle stripped to forks, handle-bar and cranks. He rode well, and was much applauded, reducing his record from 4.35 to 4.10. C. E. Kluge, of Jersey City, won the half mile dash in the 1.30 class in 1.17 4-5. R. Richlager, of Scranton, Pa., was second, and John Illston, of Hartford, Conn., third. M. J. V. Webber led the three mile record race in 8.22 4-5; and Burnham, of Newton, Mass., finished two miles in 5.34 2-5. Burnham was given first prize, Howe second, and Webber third.—Fred. Wood won the ten mile professional bicycle race in 30.54 2-5; Howell was second, and Brooks third.

In the five mile tricycle record race Furnival made these records: $\frac{1}{2}$ mile, 1.30; $\frac{3}{4}$ mile, 2.15 2-5; 1 mile, 2.58 2-5; 2 miles, 6.03 4-5; 3 miles, 9.05 1-5; 4 miles, 12.15 1-5; 5 miles, 15.18 3-5. Cripps got second prize. Rowe won the 5 mile amateur race in 14.11 2-5; D. H. Renton, second; C. P. Adams, third.

THIRD DAY, SEPT. 10TH.

Five thousand persons witnessed the bicycle contests in Hampden Park to-day. Howell easily won the one mile Safety bicycle race in 2.55, Woodside second, Higham third. Woodside made the first three-quarters in 46 3-5, 1.28, and 2.13 3-5.

Webber, of England, won the ten mile amateur record race, Furnival second, Weber, of Smithville, New Jersey, third. Webber, the Britisher, and the American Weber kept on, and the former made 20 miles, 635 yards 2 feet in an hour, and the latter 20 miles 160 yards. Webber's time for ten miles was 28.44 2-5, and for twenty miles, 58.56 1-5. This time for twenty miles beats all American records as well as the English amateur record.

Cripps ran on the tricycle against time, with this result: Quarter, 43 3-5; half, 1.25; three-quarters, 2.10 2-5; mile, 2.53 4-5, beating the best record by 4 2-5 seconds.

M. J. V. Webber came out in the five mile tandem tricycle race, riding with Chambers, but they fell far behind, taking third place only, with Furnival and Cripps first, after close work with English and Lambert, who finished a good second. The time was very poor after the quarter, which was made in 44 4-5 when the record was touched. The miles were made as follows: 3.34 3-5; 7.07 1-5; 10.21 1-5; 13.39 3-5; 16.49 4-5.

The three mile professional contest brought out Prince, James, Brooks, Woodside, Neilson. Howell and Wood. Howell and Wood fought it out on the last lap to the line, Howell leading by half a wheel, with James third, and the others nowhere. The time was poor—8.48.

Furnival and Powell, on a heavy roadster, English, Winans, Rhodes and Cripps started out on a three mile amateur tricycle race. The contest narrowed down to Furnival and Cripps. The former, by hard work, left Cripps on the home stretch, and won in 9.37. English was a good third, and the others crossed the tape in a bunch several yards behind.

The handicaps in the five mile professional bicycle race placed Howell, Wood and James on the scratch. Woodside had 180 yards start, Neilson 200, and Polhill, of Georgia, 400. The advance men were all overhauled after the third mile had been run. The race finished with a burst of speed from the quarter mile post between Wood and Howell, Wood winning by a length in 14.34 1-5. The mile was made by Wood in 2.39. He also made a new world's record of 5.29 for two miles, and a new American record of 11.32 3-5 for four miles, and of 14.34 1-5 for five miles. Howell took the three miles with a professional record of 8.20. His five miles were done in 14.34 2-5.

Englehart easily won the one mile Safety race in 2.54 $\frac{3}{4}$, Allard second, and Chambers third. Allard's time for the half and three-quarters was 1.25 $\frac{3}{4}$ and 2.08 4-5.

Rowe won the three mile race in the 9.10 class in 8.30; Powell second, and Rich third. Rowe also won from scratch the one mile handicap race in 2.41, Rich (scratch) second, Knapp (20 yards) third.

The one mile consolation race brought out nine starters, who were well strung out at the close.

—:O:—

A SAFETY RECORD.

On Saturday, August 8th, Mr. H. D. Corey, of the Massachusetts Bicycle Club, at the instance of Mr. Abbott Bassett, of the *Bicycling World*, concluded to make a safety record for America. His mount was a 36-inch Rudge Safety geared to 56 inches. Mr. W. H. Huntley also started with the intention of breaking the 24-hour tricycle record, he mounted on a Rudge Crippler tricycle. They were checked along the route by policemen, watchmen and any one they met. At the end of twenty-four hours Corey had ridden the little Rudge Safety 203 $\frac{1}{4}$ miles, and Huntley on his tricycle 191 miles. Both men and machines were in good condition, no break having occurred throughout the day.

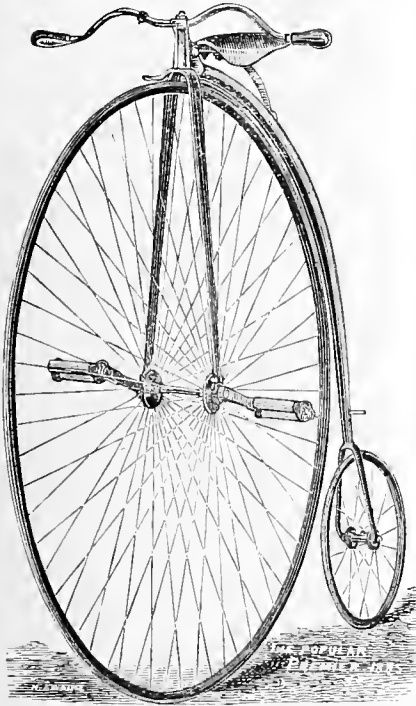
When they first started out in the morning, the men had no idea they would cover the distance that they did, as Huntley wished to make a good tricycle record of about 150 miles, and Corey wished to make simply a long-distance safety bicycle record, there being none in this country. Corey feels confident that he could have broken the 24-hour record of 211 $\frac{3}{4}$ miles, if he had had some practice on his Safety. As it was, he had not been on the machine for four months until the day before, and he believes the small geared-up machine will yet hold the long-distance record.

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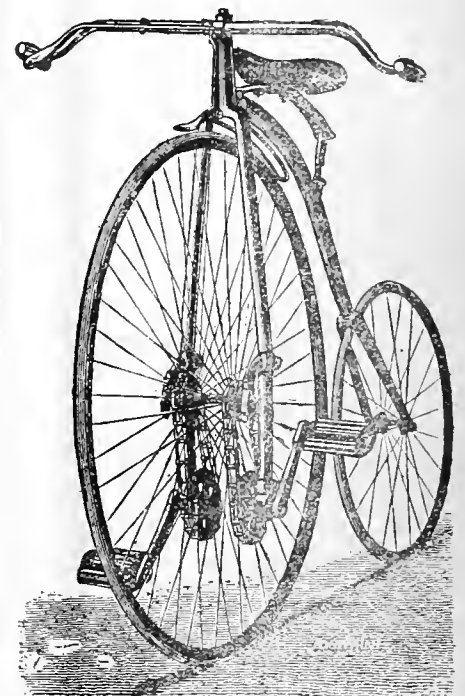
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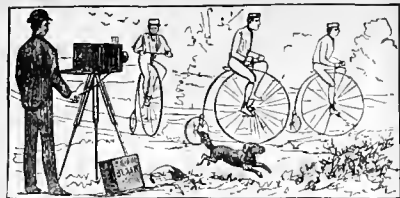
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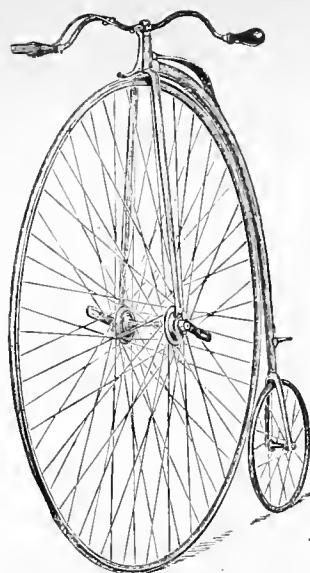
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